Pomona Ranch Plaza
Walmart Expansion Project

Draft Environmental Impact Report

Prepared for:
The City of Pomona
505 S. Garey Avenue
Pomona, CA 91766

Prepared by:
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5817 Pine Avenue, Suite A
Chino Hills, CA 91709

August 2014

DRAFT ENVIRONMENTAL IMPACT REPORT

for the

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1.0 EXECUTIVE SUMMARY

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1.1 INTRODUCTION

Pursuant to the requirements of the California Environmental Quality Act (CEQA), this Draft Environmental Impact Report (DEIR or EIR) evaluates and discloses the potential environmental effects resulting from construction and operation of the proposed Pomona Ranch Plaza Walmart Expansion Project (the Project). In summary, the Project proposes an addition of approximately 61,719 square feet to the existing 129,851-square-foot structure, resulting in a 191,570-square-foot Walmart store. The Walmart expansion would provide additional floor area for general merchandise, grocery items, ancillary uses and storage. The Project site is located at 80 Rio Rancho Road, in the southwesterly portion of the City of Pomona, in eastern Los Angeles County. The existing store is currently located on 13.01 acres within the existing 71-acre Pomona Ranch Plaza (Plaza), which also includes a Winco food store, a fast food restaurant, retail, and office buildings. Walmart owns the adjacent 3.69-acre parcel to the southeast, and proposes a Lot Merger to create a single, 16.70-acre parcel. Please refer also to EIR Section 3.0, "Project Description," and Figure 3.2-1, "Project Location."

This Section of the EIR summarizes relevant Project background issues, provides a brief description of the Project and its Objectives, and summarizes potential environmental impacts of the proposal. The "Summary of Impacts and Mitigation" Table presented at the conclusion of this Section, lists these impacts and presents the mitigation measures recommended to eliminate or reduce the effects of those impacts which have been determined to be potentially significant. Alternatives to the Project which could reduce the extent or severity of the Project's identified environmental impacts are also briefly described within this Section. For a full description of the Project, its impacts,

recommended mitigation measures, and considered Alternatives, please refer to EIR Sections 3.0, 4.0, and 5.0 respectively.

1.2 PROJECT ELEMENTS

Primary elements comprising the Project are summarized below. Please refer also to the expanded characterization of Project facilities and operations presented at EIR Section 3.0, "Project Description."

1.2.1 Site Preparation

The majority of the Project site is currently developed with the existing Walmart store and its supporting facilities. Construction will involve the replacement of the parking areas on the store's southerly side with the expanded store facilities, and the construction of a new parking field within the currently undeveloped area to the southeast. Preliminary grading/development concepts indicate that approximately 11,938 cubic yards of fill material will have to be imported to the Project site, in order to provide a level foundation for the new parking field. Site preparation activities will also include interior and exterior demolition including, but not limited to: removal of interior features and reconfiguration of interior spaces, demolition of existing facades to allow for proposed building expansion areas, and demolition/reconstruction of parking lot areas and parking lot landscaping. Demolition activities are estimated to produce approximately 2,200 cubic yards of debris.

During all site preparation and construction activities, the existing Walmart store will remain open and operational. To facilitate ongoing store operations, and reduce potential for damage from construction equipment to new curbs and asphalt to be implemented by the Project, building construction will occur early in the Project development sequence, allowing for full use of existing parking areas until such time as proposed parking lot renovations commence.

1.2.2 Development Concept

The Project proposes an approximately 61,719-square-foot addition to the existing 129,851-square-foot Walmart, built in 1995 pursuant to CUP 94-005, yielding a total store building floor area of approximately 191,570 square feet. The proposed expansion area may also include new interior ancillary uses, such as a banking center, beauty salon, medical clinic, optometrist's office and other accessory uses. The Project will add a new entry area, and expand and relocate the existing delivery truck dock area and organic waste container. Currently unpaved areas adjacent to the existing store's parking field would be used to create a new parking area, and the existing parking lot would be re-striped. Additionally, the existing store's monument sign would be relocated onsite.

1.2.3 Access and Circulation

Primary access to Pomona Ranch Plaza, including the existing Walmart, is currently provided by two (2) signalized driveways off Rio Rancho Road. No new or revised access to the Plaza or to established internal uses is proposed as part of the Walmart Expansion Project.

1.2.4 Parking

As indicated on the Project Site Plan, a new parking field would be constructed adjacent to the expansion area; in addition, the existing parking area will be re-striped. A total of 959 parking spaces are proposed within the Project site; of which approximately 776 parking spaces would be located in the re-striped parking area, and approximately 183 parking spaces would be provided in the expansion parking area. Unless otherwise noted herein, or otherwise specified by the City, all parking areas, to include parking stalls, drive aisles, parking lot landscaping and hardscaping, will be designed and constructed pursuant to City requirements as outlined at City of Pomona Zoning Ordinance.

1.2.5 Other Site Improvements and Amenities

Supporting site improvements to be implemented by the Project include, but are not limited to: employee and patron parking areas; perimeter block walls and security

fencing; landscaping/hardscape improvements; decorative and security lighting; and directional and informational signage.

1.2.6 Infrastructure, Utilities, and Public Services

All public services, infrastructure systems, and utilities are currently available to the Project site. The Project will implement necessary utilities improvements to include connections to existing services, and/or necessary realignment or modification of existing service lines. All connections to, and modification of, utilities necessary to serve the Project will be accomplished consistent with City and purveyor requirements. Public services and utilities/infrastructure available to the Project are summarized in the following paragraphs, and discussed in greater detail at EIR Section 4.6, "Public Services."

1.2.6.1 Public Services

The following public services are available to the Project:

- Fire Protection Services (Los Angeles County Fire Department);
- Police Protection Services (City of Pomona Police Department); and
- Schools (Pomona Unified School District).

1.2.6.2 Utilities/Infrastructure

The following utilities/infrastructure systems and services are available to the Project:

- Water/Sewer (City of Pomona Water & Wastewater Operations Division);
- Storm Drain/Storm Water Management (City of Pomona Public Works Department);
- Electricity (Southern California Edison);
- Natural Gas (The Gas Company);
- Telephone/Communications (Verizon, or other contract services); and
- Cable Television (Media One, or other contract services).

1.3 DISCRETIONARY APPROVALS AND PERMITS

The City is requested to consider several discretionary actions for approval of the Project, including the following.

- CEQA Compliance/EIR Certification. The City must certify the EIR prior to or concurrent with approval of the Project.

- Modification of Conditional Use Permit CUP 94-005.

- Approval of a "Lot Parcel Merger" to create a single 16.70-acre parcel from the existing 13.01-acre Walmart store parcel and the adjacent, vacant 3.69-acre parcel.

- Various City of Pomona construction, grading, and encroachment permits are required to allow implementation of the Project facilities.

- Stormwater management and associated permitting would be required consistent with the provisions of City of Pomona Municipal Code Article X. "Stormwater Management."

1.3.1 Other Permits and Approvals

CEQA Section 15124 also provides that requirements or potential requirements for "Other Permits and Approvals" should, to the extent known, be identified. Based on the current Project design concept, other permits necessary to realize the proposal will likely include, but are not limited to, the following.

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain of the Project operations and its associated equipment.

1.4 INITIAL STUDY

The City of Pomona, through the Initial Study process, has determined that the Project has the potential to cause or result in significant environmental impacts, and warranted further analysis, public review, and disclosure through the preparation of an EIR. The Initial Study (IS) and associated EIR Notice of Preparation (NOP), dated November 2013, were forwarded to the California Office of Planning and Research, State Clearinghouse (SCH), and circulated for public review and comment. The State Clearinghouse established the comment period for the NOP/IS as November 27, 2013 through December 26, 2013. The assigned State Clearinghouse reference for the Project is SCH No. 2013111080. The Initial Study, NOP, and NOP responses are presented at Appendix A of this Draft EIR.

1.5 IMPACTS NOT FOUND TO BE POTENTIALLY SIGNIFICANT

The following list identifies those environmental issues that have been determined pursuant to the IS/NOP preparation and public review processes to pose no potentially significant impacts, or mitigation is proposed within the IS that reduces certain potentially significant impacts to levels that are less-than-significant. The specific issues listed are not substantively discussed within the body of this EIR. Please refer also to related discussions and analyses presented within the Initial Study, EIR Appendix A.

Aesthetics

The Project site is located within an established commercial center and does not propose elements that would affect scenic vistas or scenic resources within a designated scenic highway. The only scenic highway in the Project vicinity, as designated by the California Department of Transportation (Caltrans), is State Route 57, which is located approximately three (3) miles westerly of the Project site.

No historic buildings currently exist on or adjacent to the Project site. Commercial buildings within the Project site reflect contemporary architecture and construction. The Project area is currently comprised of existing and proposed commercial and supporting uses. New construction proposed by the Project would match the

architectural character and scale of the existing Walmart store and the remainder of the Pomona Ranch Plaza uses, and is not expected to substantially change or degrade the existing visual character or quality of the site or its surroundings.

All Project lighting will comply with City requirements to illuminate the site without causing undue light or glare, or compromising views. The Project vicinity is currently developed with urban uses. New Project lighting will not substantially change the overall lighting level in the area. Compliance with City standards will ensure that any potential light and glare impacts remain at a less-than-significant level.

As supported by the preceding, the Project will have less-than-significant impacts for the following aesthetic considerations:

- Substantial adverse effects on a scenic vista;

- Substantial damage to scenic resources, including, but not limited to, trees, rocks, outcroppings, and historic buildings within a state scenic highway;

- Substantial degradation of the existing visual character or quality of the site and its surroundings; and

- Create a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area.

Agriculture and Forest Resources

There are no agricultural uses within the City of Pomona. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Nor is the Project site or any other City properties zoned for forest lands, timberlands, or timberland production. The site currently accommodates commercial facilities and associated parking areas. The Project will have no effect on farmlands, forest lands or timberlands. The Project site is currently zoned for Regional Commercial

land uses. No Williamson Act contracts are in place for the subject site. The Project will therefore not conflict with any existing agricultural zoning designations, nor affect any existing Williamson Act contract(s). As such, the Project will have no impacts for the following considerations:

- Conversion of 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;

- Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland-zoned "Timberland Production;"

- Result in the loss of forest land or conversion of forest land to non-forest use; or

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

Biological Resources

The Project site is currently developed and disturbed by human activities, and has been substantially altered from its natural state. The site is devoid of any substantial natural habitat and in general has no significant biological resource value. The Project does not otherwise have the potential to cause or result in a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (formerly California Department of Fish and Game) or U.S. Fish and Wildlife Service.

No riparian habitat or other sensitive natural community exists within the Project site or in the Project vicinity. Urbanization of the area has replaced native vegetation with non-native grasses, hedges, and trees. Undeveloped areas within the Project area exhibit sparse, ruderal (weedy) vegetation growth that is currently enclosed by construction fencing. Any existing vegetation serves as habitat for local common species that will likely be dispersed to other nearby areas during construction. Implementation of the Project would not substantively affect any riparian habitat or other sensitive natural community.

No federally-protected wetlands areas exist within the Project site or in surrounding areas. This environmental concern is thus not applicable to implementation of this proposal. The Project will have no impact on wetlands habitat.

The Project site is urbanized and is bordered by roadways and other urban development. As such, the potential for native wildlife species to use the Project site as a migratory corridor or nursery site is unlikely.

There are no protected tree species or other biologically significant resources on the Project site. Nor are there any local or area-wide preservation or conservation plans or policies applicable to the subject site. On this basis, the Project would have either no impact, or a less-than-significant impact for the following considerations:

- 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 Game 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, polices, regulations or by the California Department of Fish and Game or U.S. 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.) though 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 wildlife nursery sites;

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

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

Cultural Resources

There are no known historic structures, archaeological resources, or paleontological resources located within the Project site, nor would the Project affect any offsite resources of historical, archaeological, or paleontological significance. Moreover, past and existing development of the site indicates that whatever resources may have been previously present, have likely since been disturbed and/or removed.

The likelihood of encountering human remains in the course of Project development is minimal. However, as required by California *Health & Safety Code* Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to *Public Resources Code* Section 5097.98.

Based on the preceding, the Project will have a less-than-significant impact for the following cultural resources considerations:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;

- Cause a substantial adverse change in the significance of a archaeological resource as defined in Section 15064.5;

- Directly or indirectly destroy a unique paleontological resource of site or unique geologic feature; or

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

Geology and Soils

There are no known active or potentially active faults traversing the Project site. According to the Pomona General Plan Update EIR (pp. 4.5-7 to 4.5-8), there are no Earthquake Fault Special Study Zones (former Alquist-Priolo Zones) within the City of Pomona. The potential sources of groundshaking that could impact the Project site include the following known active regional faults and fault zones: the San Andreas, Sierra Madre, Whittier-Elsinore, San Gabriel, Verdugo, Norwalk, Santa Monica, San Fernando, and Newport-Inglewood. Local faults are also present, including the Indian Hill, Chino, Central Avenue, and San Jose fault zones. Each of these faults could generate an earthquake of a magnitude that could damage the improvements that are developed within the site. The probability of an earthquake affecting the area depends on the magnitude of the earthquake and the distance from the site to the epicenter.

The California Building Code requires construction methods that minimize the effects of earthquake on structures. As part of the City's standard review and approval of development projects, any new development must provide a geotechnical study for review and approval by the City Engineer, and comply with the requirements of the approved geotechnical report, and applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC).

Liquefaction and seismically-induced settlement or ground failure are generally associated with strong seismic shaking in areas where ground water tables are at relatively shallow depths (within 50 feet of the ground surface) and/or when the area is underlain by loose, cohesionless deposits. During a strong groundshaking event, saturated, cohesionless soils may acquire a degree of mobility to the extent that the overlying ground surface distorts. In extreme cases, saturated soils become suspended in groundwater and become fluid-like. According to the EIR prepared for the General Plan Update (p.4.5-14 and Figure 4.5-3), portions of the Project site may be located within an area where liquefaction hazards are present. The Project geotechnical study will address the potential for liquefaction in areas not previously graded, and this study will be submitted for review and approval by the City Engineer. The Project is required to comply with the requirements of the approved geotechnical report and applicable provisions of the UBC and CBC. These requirements include, but are not limited to, design- and site-appropriate means to avoid or minimize any liquefaction or ground-failure concerns that may be encountered.

The Project site is an essentially level property, and as such is not internally susceptible to landslide. Adjacent properties also present little topographic relief. On this basis, the potential for landslides or mudflows does not exist in the Project vicinity.

Construction activities associated with the proposed Project will temporarily expose underlying soils, thereby increasing their susceptibility to erosion until the Project is fully implemented. Potential erosion impacts incurred during construction activities are mitigated below the level of significance through the Project's mandated compliance with a City-approved Storm Water Pollution Prevention Plan (SWPPP).

The proposal involves construction of conventional commercial/retail facilities and supporting site improvements within an essentially level area of the City. The Project does not propose to significantly alter existing topography.

The Project site and vicinity properties are not known to be characterized by expansive or otherwise unstable soils. Notwithstanding, as with other potential geologic/soils issues, the Project will comply with applicable requirements of the Project geotechnical study, and applicable provisions of the UBC and CBC, to include design- and site-appropriate means to avoid or minimize any expansive soils concerns that may be encountered.

The Project site will be provided sewer services. No septic tanks or other alternative wastewater disposal systems are proposed. Thus, there is no potential for adverse impacts due to soils limitations relative to septic tanks or alternative waste water disposal systems.

Based on the preceding, the Project will result in less-than-significant impacts, or have no impact for the following geology and soils considerations:

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

- Substantial soil erosion or the loss of topsoil;

- Location 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;

- Location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or

- Soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Hazards and Hazardous Materials

During the normal course of construction activities, there will be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Project site. The Project is required to comply with all City and County Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials. The Project does not propose uses or activities that would require atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies.

Although a number of schools are located within the general Project vicinity, no existing or proposed schools are within one-quarter mile of the Project site. The nearest schools, Lexington Elementary School and Garey High School, are located approximately one-half mile to the north, across SR-71 and north of Rio Rancho Road, at 550 W. Lexington Avenue and 321 W. Lexington Avenue, respectively. Decker Elementary School is located approximately one mile to the northwest, at 20 Village Loop Road, and Simons Middle School is located approximately one mile to the north, at 900 E. Franklin Avenue. The Project proposes conventional commercial/retail uses, and does not include elements or aspects that will create or otherwise result in hazardous emissions, and does not propose or require the handling of hazardous or acutely hazardous materials, substances, or waste.

The Project site is not on a list of hazardous materials sites compiled pursuant to *Government Code* Section 65962.5. No evidence or indication of recognized environmental concerns in connection with the Project site is currently known.

The Project site is not located within an airport land use plan, nor is it located within two miles of any airport. Brackett Field, the closest airport/airfield, is located approximately four miles northwesterly of the Project site. Therefore, the Project will not result in aircraft-related safety hazards for future occupants of the Project site. Moreover, it is noted that the Project does not propose activities or uses that would otherwise affect airports or airport operations. In this latter regard, CEQA importantly addresses potential impacts of the Project on the environment, not impacts of the environment on the Project.

The Project does not propose or require designs or activities that would interfere with any identified emergency response or emergency evacuation plan. Any right-of-way vacations and realignments required of the Project would be accomplished consistent with City design and construction requirements, and would not substantively or adversely alter area traffic patterns and emergency response routes. Temporary alterations to vehicle circulation routes associated with Project construction are addressed through City-mandated construction traffic management plans. Ongoing coordination with the local fire and police departments during construction will ensure that potential interference with emergency response and evacuation efforts are avoided.

The Project site is located in an area that has been largely urbanized, and there are no wildlands adjacent to the Project area. Moreover, the Project site and surrounding areas are currently provided fire protection and emergency response services by the Los Angeles County Fire Department. Development fees and taxes paid by the Project act to offset its incremental demands for fire protection services.

Based on the preceding, the Project would have either no impact, or a less-than-significant impact for the following hazards/hazardous materials considerations:

- 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 likely 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 material sites compiled pursuant to *Government Code* Section 65962.5;

- 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 the people residing or working in the project area;

- For a project within the vicinity of a private airstrip, result in a safety hazard for the people residing or working in the project area;

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and

- 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.

Hydrology and Water Quality

The Project would not contribute to groundwater depletion, nor discernibly interfere with groundwater recharge. Water is provided throughout the City by the City's Public Works Department. Groundwater which may be consumed by the Project and the City of Pomona as a whole is recharged pursuant to Department's policies and programs. The Project will not affect designated recharge areas. Direct additions or withdrawals of groundwater are not proposed by the Project. Further, construction proposed by the

Project will not involve massive substructures at depths that would significantly impair or alter the direction or rate of flow of groundwater.

The Project does not propose the construction of housing. Further, the site does not lie within a designated 100-year flood hazard zone. As such, no placement of structures in a 100-year flood hazard zone would occur as a result of Project implementation and no impact would occur relative to potential placement housing or other structures within a mapped 100-year flood hazard area.

The City of Pomona is located near five (5) water storage areas: the Thompson Creek Reservoir, the San Antonio Reservoir, the Live Oak Reservoir, the San Dimas Reservoir, and the Puddingstone Reservoir. Because of the region's gently sloping topography to the southwest, both the Live Oak Reservoir and the San Antonio Reservoir could potentially flood portions of the City in the event of a dam failure. However, based on information presented in the Pomona General Plan Update EIR (Figure 4.7-6), the Project site is located outside identified potential inundation areas.

The Project site is not located near any bodies of water or water storage facilities that would be considered susceptible to seiche. Nor is the Project site located proximate to coastal waters, and as such, is not subject to tsunami hazards. No volcanoes are identified on the Project site, and the Project site has not historically been affected by volcanism.

Based on the preceding discussion, the Project will result in less-than-significant impacts, or have no impact for the following hydrology and water quality considerations:

- 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 the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

- 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; or

- Inundation by seiche, tsunami, or mudflow.

Please refer also to Project Stormwater Management System Concepts discussed at EIR Section 4.5, "Hydrology and Water Quality."

Land Use

The Project proposes retail commercial land uses and development intensities that are consistent with the site's existing General Plan Place Type designation (Regional Activity Center) and Zoning designation ("SP-PR.RC" or Phillips Ranch Specific Plan/Regional Commercial). Uses proposed by the Project are permitted or conditionally permitted under the site's current General Plan and Zoning designations. The Project does not propose or require uses or operations that would conflict with any other applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project.

The Project area, along with the majority of the City of Pomona, is located within an urbanized setting. There are no existing or proposed conservation plans in place for the Project area; nor would the Project affect any identified conservation plans. On this basis, the Project will result in no impacts for the following land use considerations:

- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project; or

- Conflict with any applicable habitat conservation plan or natural communities conservation plan.

Uses proposed by the Project are consistent with, and are permitted or conditionally permitted under the site's current General Plan Land Use and zoning designations. Nonetheless, the Project's consistency with applicable land use plans, policies or regulations are discussed in Draft EIR Section 4.1, "Land Use and Planning."

Mineral Resources

There are no mineral resources known to exist within the Project site that would be of value to the region and the residents of the state. As such, the Project will result in no impacts for the following mineral resources considerations:

- Loss of availability of a known mineral resource that would be of value to the region and to the residents of the state; and

- Loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Noise

Brackett Field, the closest airport/airfield, is located approximately four miles northwesterly of the Project site. While occasional aircraft overflight is expected, no excessive aircraft related noise is anticipated to affect the Project area. Moreover, it is noted that the Project does not propose activities or uses that would cause or otherwise affect airport related noise impacts. In this latter regard, CEQA importantly addresses potential impacts of the Project on the environment, not impacts of the environment on the Project. As such, the Project will have less-than-significant impacts for the following potential noise impact considerations:

- 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,

expose people residing or working in the project area to excessive noise levels; and

- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

As previously determined in the Initial Study, Project construction-source and operational-source noise may however result in potentially significant impacts. These considerations are addressed in Draft EIR Section 4.4, "Noise."

Population and Housing

The Project does not propose new residential development and would not substantially contribute to population growth within the City. While the proposed Project would generate some additional employment opportunities within the expanded Walmart store, the majority of these jobs are expected to be filled by residents of Pomona and surrounding communities. Additionally, because the Project is located within an existing retail center, no substantive extension of infrastructure is required to serve the Project. The Project does not involve or propose the displacement of any onsite or offsite housing stock. Based on the preceding, the Project will have either no impact or less-than-significant impacts for the following population and housing considerations:

- Induce substantial population growth in the area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure);

- 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.

Public Services, Recreation

The Project may result in a slight increase in demand for school and park facilities. It is acknowledged that a small increase in student population could result from requests for Intra-District Transfers from employees of the Project wanting to enroll their children in schools closer to their place of employment. Additionally, Project employees or customers could choose to use park and recreation facilities within the Project vicinity based on their convenience. However, these potential increases are expected to be incremental in number. The Project will pay all required school and park facility impact fees, and will not contribute substantially to the resident population base using schools or parks.

In regard to other public services, the development of the Project would require established public agency oversight including, but not limited to, plan check and permitting actions by the City Planning Division, City Public Works Department, Pomona Police Department, and the Los Angeles County Fire Department. These actions typically fall within routine tasks of these agencies and are paid for via plan check and inspection fees.

The Project does not propose elements (e.g., residential development) that would result in substantial increased demands for neighborhood or regional parks or other recreational facilities. The construction of recreational facilities is not included in the Project proposal, nor will the Project require the construction or expansion of recreational facilities.

Based on the preceding, the Project will either have no impact or less-than-significant impacts for the following public services and recreation considerations:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant

environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools, parks, or other public facilities;

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated; and

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

The Project's potential impacts in regard to fire and police protection services are addressed in Draft EIR Section 4.6, "Public Services."

Transportation/Traffic

The Project does not propose elements or aspects that would affect air traffic patterns. The airport located nearest the Project site is Brackett Field, approximately four miles to the northwest. No other public or private airstrips have been identified in the vicinity of the Project, and as such, the potential for the Project to 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, is considered less-than-significant.

The Project does not present elements or aspects that would conflict with adopted alternative transportation policies. On a long-term basis, the Project may result in a slight increase in demand for public transportation as increased retail opportunities become available onsite; however, existing transit service is available within the Project area. Affected transit agencies routinely review and adjust their ridership schedules to accommodate public demand. The need for transit-related facilities, including but not limited to bus shelters and bicycle parking, will be coordinated between the City and the Project Applicant, with input from transit providers as applicable, as part of the City's standard development review process.

As such, the Project will have less-than-significant impacts for the following potential transportation considerations:

- 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; or

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

As previously determined in the Initial Study, Project-related traffic and transportation impacts are addressed in the Draft EIR. These considerations are addressed in Draft EIR Section 4.2, "Traffic and Circulation."

Utilities and Service Systems

The Los Angeles County Sanitation Districts (LACSD) would be responsible for the treatment of additional wastewater generated by the Project. The City of Pomona provides local sewer lines for conveyance to the District's Pomona Water Reclamation Plant (PWRP), a treatment facility located in the northwestern portion of the City. Wastewater generated by the Project would be typical of commercial/retail generators, and will not require treatment beyond that provided by existing LACSD facilities. Moreover, the Project will be developed and operated in compliance with the regulations of the City and the standards of the Los Angeles Regional Water Quality Control Board (LARWQCB). As such, Project wastewater would not cause or result in exceedance of the wastewater treatment requirements of the LARWQCB. The Project will pay applicable sewer connection and service fees, which act to fund City and LACSD improvement plans, operations, and maintenance.

The majority of the City's water supply comes from groundwater wells. Groundwater treatment is provided by the City's network of domestic water treatment plants. No additional or non-standard treatment is required to specifically meet the Project's water

demands. Water service and connection fees paid by the Project and other water customers act to fund area water treatment facilities.

Project-specific management and conveyance of storm water is adequately and appropriately addressed through connection to existing municipal storm water drainage systems. The Project will be developed and operated in compliance with all applicable City and LARWQCB regulations and standards.

The City of Pomona 2010 Urban Water Management Plan (UWMP) comprehensively addresses water demand and supply throughout the City through the year 2035. Development proposed by the Project is consistent with commercial/retail development of the area envisioned under the 2014 General Plan Update. As such, Project water demands are reflected in the UWMP.

The City of Pomona is currently served by numerous landfills. However, based on the City's General Plan Update EIR, waste generated by the Project would likely be disposed at either El Sobrante Landfill in Riverside County, or the Mid-Valley Sanitary Landfill in San Bernardino County. The General Plan Update EIR concluded that adequate capacity exists at landfills serving the City to accommodate development under the General Plan Update. The solid waste increment generated by the Project is reflected in this determination. On this basis, the potential for the Project to exceed current or anticipated landfill capacities is therefore considered less-than-significant.

The Project proposes development consistent with applicable City General Plan goals and policies, and City Zoning regulations. Moreover, the Project involves the development of conventional commercial/retail uses, and as such, does not propose uses or activities that would not comply with local, State and federal solid waste management regulations. All solid waste generated by the Project will be collected and disposed of as part of the City's commercial/retail waste stream.

Based on the preceding discussion, the Project would have less-than-significant impacts in regard to the following considerations:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;

- Require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities;

- Require or result in the construction of new storm water drainage facilities or the expansion of existing facilities;

- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;

- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

- Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs; and

- Comply with federal, state, and local statutes and regulations related to solid waste.

1.6 AREAS OF CONCERN OR CONTROVERSY

Section 15123 of the *CEQA Guidelines* requires that the EIR summary identify areas of potential concern or controversy known to the lead agency, including issues raised by other agencies and the public. Issues of concern were identified by the Lead Agency, through responses to the Project Initial Study/Notice of Preparation (NOP), and other communications addressing the Project and the Project EIR.

Responses received pursuant to distribution of the NOP and Public Scoping Meeting are presented at EIR Appendix A. Table 1.6-1 presents a list of NOP respondents, and a corresponding summary of NOP comments, indicated by *italicized text*. Responses to comments, together with correlating EIR references are indicated in subsequent statements. Unless otherwise noted, all NOP respondent comments are addressed within the body of the EIR.

Table 1.6-1
List of NOP Respondents and Summary of NOP Comments

Respondent	Summary of Comments
State Agencies	
State of California Office of Planning and Research, State Clearinghouse (SCH)	*SCH provided receipt and record of distribution of the Initial Study (IS)/Notice of Preparation (NOP) and established the NOP review and comment period of November 27 through December 26, 2013.* EIR Appendix A includes a copy of the Project IS/NOP and NOP Responses.
California Department of Transportation (Caltrans), District 7	*Caltrans provides detailed guidance for preparation of a Traffic Impact Analysis (TIA), referencing their Traffic Impact Study Guidelines. Contact information is also provided.* The Project TIA, which is included in its entirety as part of Draft EIR Appendix C, has been prepared in compliance with all applicable State and local recommendations and regulations.
State of California Native American Heritage Commission (NAHC)	*The NAHC response provides procedural guidance in determining the Project's potential to impact cultural resources.* As discussed in the Project Initial Study, the Project site is completely developed. In addition, there are no known cultural resources identified within the Project site or vicinity. Should items of prehistoric or Native American origin be identified during Project construction, a prehistoric archaeological monitoring program shall be included for the remainder of the proposed redevelopment. Representatives of the appropriate Indian tribes shall also be consulted with respect to the treatment of these resources.
County/Regional Agencies	
County Sanitation Districts of Los Angeles County (Districts)	*The Districts response identifies existing wastewater (sewage) disposal and treatment facilities within the Project vicinity, and provides guidance regarding the EIR's analysis of wastewater generation, applicable connection fees, and compliance with growth forecasts used by the Districts to size their facilities.* The Project's potential wastewater discharges are addressed previously within this Section, under the topic of Utilities and Service Systems, within the discussion of "Impacts Not Found to be Potentially Significant."

Table 1.6-1
List of NOP Respondents and Summary of NOP Comments

Respondent	Summary of Comments
South Coast Air Quality Management District (SCAQMD)	*SCAQMD provides detailed guidance in regard to the preparation of the Project air quality impact analysis, health risk assessment, and greenhouse gas analysis, and requests an electronic copy of these technical studies to be provided with the EIR.* Each of the specific topics referenced by the SCAQMD is addressed either in the technical Air Quality Analysis (Draft EIR Appendix D), or in EIR Section 4.3, Air Quality. Copies of the air quality modeling and health risk assessment files have been provided to the SCAQMD as requested, in order to facilitate the timely review of the Draft EIR.

1.7 EIR TOPICAL ISSUES

Based upon the Initial Study analysis, comments received pursuant to circulation of the NOP, and other public/agency input, the analysis of the EIR addresses the following topics:

- Land Use and Planning;
- Traffic and Circulation;
- Air Quality (including Greenhouse Gas Emissions);
- Noise;
- Hydrology and Water Quality; and
- Public Services.

Additionally, EIR Section 5.0, "Other CEQA Considerations," presents discussions of other mandatory CEQA topics including:

- Cumulative Impact Analysis;
- Alternatives Analysis;
- Growth-Inducing Impacts of the Proposed Action;
- Significant Environmental Effects;
- Significant and Irreversible Environmental Changes; and
- Energy Conservation.

1.8 SUMMARY OF SIGNIFICANT PROJECT IMPACTS

Implementation of the Project as proposed will result in certain impacts which are determined to be significant. These impacts are discussed in detail in the body of the EIR text under their associated topical headings, and are summarized below.

Project Impact	*Comments*
Traffic and Circulation	*The Project would contribute to potentially significant extra-jurisdictional traffic impacts affecting facilities under the control of Caltrans. Neither the Lead Agency nor the Applicant can autonomously construct improvements within areas or at locations under Caltrans jurisdiction. Thus, while physical improvements may be capable of mitigating potentially significant impacts to Caltrans facilities, these improvements cannot be feasibly implemented by, or assured by, the Applicant or the Lead Agency. Nor can their timely completion by Caltrans be assured. Project traffic contributions to impacts at the Caltrans jurisdictional facilities listed below are therefore recognized as cumulatively considerable.* ***Cumulatively Significant Freeway Ramp Queuing Deficiencies*** • *SR-71 Northbound Ramps at Rio Rancho Road (Existing, Opening Year, Horizon Year)* • *SR-71 Southbound Ramps at Rio Rancho Road (Opening Year, Horizon Year)* • *SR-60 Eastbound Ramps at Phillips Ranch Road (Opening Year, Horizon Year)* *All other Study Area Caltrans facilities operate acceptably under Existing, Opening Year and Horizon Year conditions.*

All other potential environmental effects of the Project are determined to be less-than-significant as substantiated within this EIR and accompanying Initial Study, or are reduced below levels of significance with application of mitigation measures identified herein. A summary of all Project impacts and proposed mitigation measures is presented at EIR Section 1.10, "Summary of Impacts and Mitigation Measures."

1.9 ALTERNATIVES TO THE PROJECT

Consistent with provisions of the CEQA Guidelines, the EIR Alternatives Analysis (EIR Section 5.2) presents and evaluates alternatives to the Project that would lessen its significant environmental effects while allowing for attainment of the basic Project Objectives. The rationale underlying the selection of alternatives is presented together

with a summary description of each alternative. Merits of the alternatives compared with the Project are described and evaluated.

Two (2) alternatives to the EIR Project are presented. In addition to the CEQA-mandated consideration of a "No Project" Alternative, this EIR presents and evaluates a potential "Reduced Intensity Alternative." The Alternatives considered in this EIR are summarized below. Please refer to also to EIR Section 5.2 for the complete Alternatives Analysis.

1.9.1 No Project Alternative

For the purposes of the EIR Alternatives Analysis, the No Project Alternative is considered to be equivalent to a "No Build" scenario. That is, if the Project or some similar development proposal is not implemented on the subject site, there are no other known or probable scenarios for the subject property, in which case the site would likely remain in its current state for the foreseeable future. Under the No Project Alternative, environmental attributes would be as described under the EIR discussions of existing conditions, as may be influenced by other area development.

1.9.2 Reduced Intensity Alternative

In order to address the Alternatives Assessment requirements of CEQA, and provide the public and decision-makers a readily-differentiated assessment of an alternative development scenario for the subject site, a Reduced Intensity Alternative reflecting a 50 percent reduction in the area of the proposed expansion has been assumed. The Reduced Intensity Alternative considered here would thus result in an approximately 30,860-square-foot expansion of the existing Walmart store, as opposed to the approximately 61,719-square-foot expansion proposed under the Project. The 50 percent reduction in scope under the Reduced Intensity Alternative would likely result in incrementally improved performance at Study Area roadways and intersections and would tend to reduce mitigation requirements at affected Study Area City intersections. However, pre-existing and projected cumulative freeway ramp deficiencies affecting Caltrans facilities would likely persist pending completion of Caltrans' planned SR-71

corridor improvements. Thus, implementation of the Reduced Intensity Alternative would reduce, but not eliminate the Project's significant traffic impacts. The Reduced Intensity Alternative evaluated in this EIR would also, to a limited extent, achieve the basic Project Objectives.

1.9.3 Environmentally Superior Alternative

For the purposes of CEQA, the EIR Alternatives Analysis has identified the Reduced Intensity Alternative as the environmentally superior alternative. Please refer also to EIR Section 5.2 for the complete Alternatives Analysis.

1.10 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.10-1 summarizes potential impacts resulting from implementation and operations of the Project. The impacts identified at Table 1.10-1 correspond with environmental topics and impacts discussed at EIR Section 4.0 "Environmental Impact Analysis." Table 1.10-1 also lists measures proposed to mitigate potentially significant environmental impacts of the Project, and indicates the level of significance after application of proposed mitigation.

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Table 1.10-1
Summary of Impacts and Mitigation

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.1 Land Use			
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.	Less-Than-Significant	No mitigation measures are required.	Not Applicable
Physically divide an established community or result in land use incompatibilities.	Less-Than-Significant	No mitigation measures are required.	Not Applicable
Result in adverse physical changes or impacts due to the Project's economic effects.	Less-Than-Significant	No mitigation measures are required.	Not Applicable

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Table 1.10-1
Summary of Impacts and Mitigation

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.2 Traffic and Circulation			
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; Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	Potentially Significant	4.2.1 *Prior to the issuance of Certificate of Occupancy for the expansion area, at the intersection of Garey Avenue and Rio Rancho Road/Philadelphia Street, the Applicant shall participate in the funding or construction of protective left-turn phasing on eastbound and westbound approaches, as directed by the City of Pomona.* 4.2.2 *Prior to the issuance of building permits, the Project Applicant shall pay fair share fees toward the construction of the following improvements:* *Phillips Ranch Road at Village Loop Road* *Northbound: Restripe to provide 2nd left turn lane and provide overlap phasing.* *Garey Avenue at Rio Rancho Road/Philadelphia Street* *Southbound: Add one right turn lane.* *Eastbound: Implement protective left turn phasing.* *Westbound: Implement protective left turn phasing.*	Less-Than-Significant at intersection of Garey Avenue at Rio Rancho Road/Philadelphia Street, and Phillips Ranch Road at Village Loop Road. ***Cumulatively Significant Impacts*** *The addition of Project traffic to calculated freeway ramp queues would exceed applicable Caltrans performance standards at the following locations:SR-60 Eastbound Ramps at Phillips Ranch Road; SR-71 Southbound Ramps at Rio Rancho Road; and SR-71 Northbound Ramps at Rio Rancho Road. Project traffic contributions to impacts at the Caltrans jurisdictional facilities listed are recognized as cumulatively considerable. These impacts, however, cannot be feasibly mitigated, so the impacts are significant and unavoidable.*
Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections); incompatible uses (e.g., farm equipment); or inadequate vehicular access and internal circulation.	Potentially Significant	4.2.3 *Prior to the issuance of building permits, the Project shall extend the dual westbound left turn lanes on Rio Rancho Road at Lone Ridge Road to provide 275 feet of storage. The existing median on Rio Rancho Road shall also be modified to accommodate the extended lanes. Additionally, the Project shall redesign the*	Less-Than-Significant

Table 1.10-1
Summary of Impacts and Mitigation

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		striping/geometry/signal timing of the intersection so that the dual westbound left turn lanes do not conflict with the eastbound left turn.	
4.3 Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan.	Less-Than-Significant	No mitigation measures are required.	Not Applicable
Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	Less-Than-Significant	No mitigation measures are required.	Not Applicable
Expose sensitive receptors to substantial pollutant concentrations.	Less-Than-Significant	No mitigation measures are required.	Not Applicable
Create objectionable odors affecting a substantial number of people.	Less-Than-Significant	No mitigation measures are required.	Not Applicable
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 quantitative thresholds for ozone precursors.	Less-Than-Significant	No mitigation measures are required.	Not Applicable
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less-Than-Significant	No mitigation measures are required.	Not Applicable

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Table 1.10-1
Summary of Impacts and Mitigation

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.4 Noise			
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. This impact would occur if the Project would create or result in noise exposure at receiving occupied land uses exceeding standards established by the City or other applicable jurisdictions; and/or if Project employees or customers were exposed to adverse noise levels.	Less-Than-Significant	No mitigation measures are required.	Not Applicable
A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. This condition will occur if the Project temporarily or periodically increases noise levels at receiving occupied land uses in excess of, and for durations longer than, are allowed under applicable City standards.	Less-Than-Significant	No mitigation measures are required.	Not Applicable
A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less-Than-Significant	No mitigation measures are required.	Not Applicable
Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.	Less-Than-Significant	No mitigation measures are required.	Not Applicable

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Table 1.10-1
Summary of Impacts and Mitigation

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.5 Hydrology and Water Quality			
Violate any water quality standards or waste discharge requirements; or Otherwise substantially degrade water quality.	Less-Than-Significant	No mitigation measures are required.	Not Applicable
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 or substantial erosion or siltation on- or off-site or; Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	Less-Than-Significant	No mitigation measures are required.	Not Applicable

Table 1.10-1
Summary of Impacts and Mitigation

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.6 Public Services			
Result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection services.	Less-Than-Significant	No mitigation measures are required.	Not Applicable

2.0 INTRODUCTION

2.0 INTRODUCTION

2.1 OVERVIEW

This Environmental Impact Report (DEIR or EIR) evaluates and discloses potential environmental impacts of the Pomona Ranch Plaza Walmart Expansion Project (the Project). In summary, the Project proposes an addition of approximately 61,719 square feet to the existing 129,851-square-foot structure, resulting in a 191,570-square-foot Walmart store. The expansion would provide additional floor area for general merchandise, grocery items, ancillary uses and storage. Elements of the Project are further described at EIR Section 3.0, "Project Description."

An EIR is an informational document intended to inform decision-makers and the general public of potentially significant environmental impacts of a Project. An EIR also identifies possible ways to preclude or minimize these potentially significant impacts (referred to as mitigation) and describes reasonable alternatives to the Project that may also reduce or avoid significant impacts. Having the authority to take action on the Project, the City of Pomona will consider the information in this EIR in their evaluations of the proposal. The findings and conclusions of the EIR regarding environmental impacts do not control the City's discretion to approve, deny, or modify the Project, but instead are presented as information to aid the decision-making process.

2.2 AUTHORIZATION

This EIR has been prepared by the City of Pomona in accordance with the *Guidelines for the Implementation of the California Environmental Quality Act (CEQA Guidelines)*, (Sections 15000-15387 of the California Code of Regulations), and the City *CEQA Guidelines*. The Pomona Ranch Plaza Walmart Expansion Project considered in this EIR is a "Project," as defined by Section 15378 of the *CEQA Guidelines*. The *CEQA Guidelines* stipulate that

an EIR must be prepared for any "Project" that may have a significant impact on the environment. Upon initial environmental review of the Project, the City determined that the Project may have a significant adverse impact on the environment and, therefore, the preparation of an EIR was required.

2.3 LEAD AND RESPONSIBLE AGENCIES

CEQA defines a "lead agency" as the public agency which has the principal responsibility for carrying out or approving a Project which may have a significant effect upon the environment. Other agencies, e.g., the California Department of Transportation (Caltrans), the South Coast Air Quality Management District (SCAQMD) or the Regional Water Quality Control Board (RWQCB), which also have some authority or responsibility to issue permits for Project implementation, are designated as "responsible agencies." Both the lead agency and responsible agencies must consider the information contained in the EIR prior to acting upon or approving the Project. The City of Pomona is the lead agency for the proposed Project.

The City's address is:

City of Pomona
505 S. Garey Avenue
Pomona, CA 91766
Contact Person: Mr. Leonard Bechet, Assistant Planner

2.4 PROJECT APPLICANT

The Project Applicant is:

Walmart Real Estate Business Trust
2001 Southeast 10th Street
Bentonville, AR 72716
Contact Person: Mr. Matt Smith, Real Estate Manager

2.5 THE EIR PROCESS

When a public agency determines that there is substantial evidence that a Project may have a significant effect on the environment, the agency must prepare an EIR before a decision is made to approve or deny the Project. The purpose of the EIR is to disclose a project's potential environmental impacts and recommend measures to reduce or avoid significant impacts. The basic content of an EIR includes a description of the project under consideration and its objectives, a description of the existing project site and vicinity environmental conditions, a discussion of the potentially significant environmental effects of the project, recommended measures for reducing these effects, and identification and evaluation of feasible alternatives to the project which may also reduce potentially significant impacts of the proposal.

Typically, EIRs consist of two documents: a Draft EIR, distributed by the lead agency for review and comment by the general public and any interested governmental agencies; and a Final EIR, which consists of responses to comments received on, together with any necessary modifications to, the Draft EIR. After the Draft EIR has been circulated for review and the Final EIR has been prepared, the EIR must be certified by the lead agency as having complied with CEQA and considered by the agency's decision-making body before any action can be taken on a project.

When a public agency receives a complete project application or decides to undertake a Project of its own, it first determines if the project is subject to environmental review under CEQA and, if it is, the agency then typically prepares an Initial Study (IS) to determine if the project has the potential to cause significant adverse environmental effects. The IS serves as a tool to help the agency determine if an EIR is needed and also helps determine what issues should be examined in the EIR. An agency may skip the Initial Study process if it is evident in the preliminary assessment of a project that an EIR will be required.

The EIR process is initiated by the distribution of a Notice of Preparation (NOP). Together with the Initial Study, the NOP is sent to agencies and interested individuals

to solicit their suggestions for appropriate issues and types of analysis to be included in the Draft EIR. When preparation of the Draft EIR has been completed, it is circulated to responsible agencies, other affected or interested agencies, and interested members of the public for review and comment. The review period for a Draft EIR is typically 45 days. To provide for appropriate consideration in the Final EIR, all comments and concerns regarding the Draft EIR should be received by the lead agency during this 45-day period.

Responses to comments received on the Draft EIR are prepared by the lead agency and included in the Final EIR. The Final EIR may also contain some additional information about the project's potential impacts and minor corrections or modifications to the Draft EIR. The Final EIR must be certified by the lead agency's decision-making body before, or in conjunction with, any action to approve or deny a project.

CEQA requires that the EIR only address significant adverse impacts. The *CEQA Guidelines* suggest thresholds or standards which define the significance of various types of impacts. The *CEQA Guidelines* also state that the significance of impacts should be considered in relation to their severity and probability of occurrence. However, ultimately, the determination of the significance of impacts is at the discretion of the lead agency. The identification of significant impacts in the EIR does not prevent an agency from approving a project. A project may be approved if the lead agency determines that impacts cannot be feasibly mitigated below a level of significance and if the agency determines that there are important overriding considerations, such as social and economic benefits, which are sufficient to justify approval of the considered project.

2.6 EIR CONTENT AND FORMAT

This Draft EIR is organized into seven Chapters or Sections, each dealing with a separate aspect of the required content of an EIR as described in the *CEQA Guidelines.* A summary of the project's impacts and recommended mitigation measures is included in Chapter 1.0. An introduction and general overview of the environmental process and the format of this EIR can be found within Chapter 2.0. Chapter 3.0 contains a complete

description of the Project, including its location, objectives, and physical and operational characteristics. The complete and detailed impact analysis is presented in Chapter 4.0. The topical issues mandated by CEQA dealing with cumulative impacts, alternatives, long-term implications of the Project, and energy conservation are found in Chapter 5.0. Chapter 6.0 lists and defines the acronyms and abbreviations contained in this document. Chapter 7.0 lists the information sources and persons consulted during the environmental analysis process, and presents a list of the persons who prepared the Draft EIR. The Initial Study and responses to the NOP, with supporting technical studies, are appended to the primary EIR document.

Chapter 4.0, entitled "Environmental Impact Analysis," is the focal component of the Draft EIR. The environmental impact analysis has been organized into a series of sections, each addressing an environmental topic or area of concern identified through the Initial Study process (e.g., Land Use and Planning, Traffic and Circulation, Air Quality, Noise, etc.). To assist the reader in understanding the organization and basis of the analysis, the sections covering each individual environmental topic are typically divided into the following subsections:

- **Reader's Abstract:** An introductory reader's abstract, summarizing content and findings, is provided at the beginning of each topical section.

- **Introduction:** The introduction summarizes the content of the section and references other important studies and reports, such as technical studies appended to the EIR.

- **Setting:** This subsection describes environmental conditions at the Project site and in its vicinity which may be subject to change as a result of implementation of the proposal. Separate descriptions of existing environmental conditions are provided for each environmental topic.

- **Existing Policies and Regulations:** Various relevant policies, regulations, and programs related to the environmental topic are briefly described. Often, these existing policies and regulations serve to reduce or avoid potential environmental impacts.

- **Standards of Significance:** Before potential impacts are evaluated, the standards which will serve as the basis for judging significance are presented.

- **Potential Impacts and Mitigation Measures:** This subsection states and explains potential impacts caused by the Project. Based on the standards of significance, impacts are categorized as either significant or less-than-significant. If the impacts are considered to be significant, mitigation measures are proposed to reduce the impacts. At the conclusion of each discussion for a significant impact, a determination is made as to whether the impact can be reduced to a less-than-significant level with the application of feasible mitigation measures.

The summary presented in Chapter 1.0 provides a comprehensive overview of the Project's impacts. For a more detailed description of Project impacts, it is recommended that the reader review the Project description (Chapter 3.0), and then read the sections on the topics of interest in the environmental impact analysis (Chapter 4.0).

2.7 INTENDED USE OF THIS EIR

This EIR addresses the potential environmental effects of the implementation and operation of the proposed Pomona Ranch Plaza Walmart Expansion Project (the Project). The City of Pomona (City) is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for deciding whether or not to approve the Project, and how it will be implemented. As the Lead Agency, the City is also responsible for preparing the environmental documentation for the Project in compliance with CEQA.

The Lead Agency will employ this EIR in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Project, to include potential effects of the Project's component elements. It is anticipated that this EIR may also be employed by Responsible Agencies, e.g., the Air Quality Management District(s), Regional Water Quality Control Board(s), *et al.*, for their related or dependent environmental analyses.

2.8 DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the State *CEQA Guidelines* permits and encourages an environmental document to incorporate, by reference, other documents that provide relevant data. The documents summarized below are incorporated by reference, and the pertinent material is summarized throughout this EIR, where that information is relevant to the analysis of potential impacts of the Project. All documents incorporated by reference are available for review at, or can be obtained through, the City of Pomona Planning Division. Technical studies cited below were specifically developed in conjunction with the Project, and are included in their entirety in the CD-ROM attached to the EIR's back cover.

2.8.1 City of Pomona General Plan Update

The City of Pomona General Plan Update, Adopted March 2014 (General Plan) outlines a vision for Pomona's long-range physical evolution, economic development, and resource conservation; and establishes a broad framework to guide related decision making. The General Plan incorporates and relies upon its Implementation Volume to provide the guidance necessary for successful implementation of General Plan Goals and Policies.

The General Plan includes seven functional Elements: "Land Use & Density"; "Economic Development"; "Open Space Network"; "Mobility & Access"; "Conservation"; "Community Design"; and "Noise & Safety." All proposed development projects (inclusive of the proposed Pomona Ranch Plaza Walmart Expansion) are evaluated for consistency with the intent and purpose of the applicable

General Plan land use designation(s) and related General Plan Goals and Policies. Physical development within the General Plan Area will be shaped by the General Plan's Goals, Policies and Implementation procedures, integral to each of the General Plan Elements.

2.8.2 City of Pomona Zoning Ordinance

The City of Pomona Zoning Ordinance (Zoning Ordinance) codifies and complements the City General Plan. The Zoning Ordinance, in effect, provides the mechanism to implement and enforce the goals and policies articulated in the General Plan. Many of the potential environmental concerns considered in this EIR are adequately addressed through application of existing guidelines and regulations contained in the Zoning Ordinance.

2.8.3 Project Technical Studies/EIR Appendices

Following are summary descriptions of documents and supporting technical studies which are appended to the main body of the Draft EIR. Working titles of these documents generically refer to the Project and its physical attributes, and may not necessarily reflect the currently assigned "Pomona Ranch Plaza Walmart Expansion" development title.

2.8.3.1 Initial Study, NOP, and NOP Responses - EIR Appendix A

The EIR Initial Study (IS), Notice of Preparation (NOP) and responses received pursuant to distribution of the IS/NOP are presented at EIR Appendix A. Based on the Initial Study and responses to the NOP, the EIR has been focused on the topics of: Land Use and Planning; Traffic and Circulation; Air Quality, including potential Global Climate Change impacts; Noise; Hydrology and Water Quality; and Public Services.

2.8.3.2 Urban Decay Analysis - EIR Appendix B

A Project-specific urban decay analysis, entitled *Urban Decay Study for Pomona Walmart Expansion Project* (April 30, 2014), was prepared by The Natelson Dale Group, Inc. The Project Urban Decay Study was prepared to assess the Project's potential to result in

urban decay as defined in the preceding paragraph. In addition to addressing the potential impacts of the proposed Project itself, the study also considers cumulative impacts, taking into account the impacts from other planned or proposed retail projects in the area.

2.8.3.3 Traffic Impact Analysis - EIR Appendix C

The detailed evaluation of Project-related traffic/transportation impacts is documented in *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014 (TIA). The traffic issues related to the Project have been evaluated within the TIA in the context of the California Environmental Quality Act (CEQA) and as directed by the City of Pomona, the lead agency responsible for preparation of the traffic impact analysis.

2.8.3.4 Air Quality Impact Analysis - EIR Appendix D

Potential air quality impacts of the Project, including potential short-term construction emissions impacts and potential long-term operational emissions are assessed within *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014; *Walmart 191 Expansion Air Toxics Health Risk Assessment, City of Pomona* (Urban Crossroads, Inc.), April 9, 2014; and *Walmart 191 Expansion Greenhouse Gas Analysis* (Urban Crossroads, Inc.) April 9, 2014.

2.8.3.5 Noise Impact Analysis - EIR Appendix E

Potential noise impacts of the Project, including potential short-term construction noise impacts and potential long-term operational noise impacts are assessed within *Walmart 191 Expansion Noise Assessment, City of Pomona* (Urban Crossroads, Inc.) March 31, 2014.

2.8.3.6 Hydrology Study - EIR Appendix F

The design of the Project's stormwater management system is addressed within the *Preliminary Drainage Study, Proposed Walmart Expansion #2288-06* (Kimley-Horn & Associates, Inc.) July 24, 2014.

3.0 PROJECT DESCRIPTION

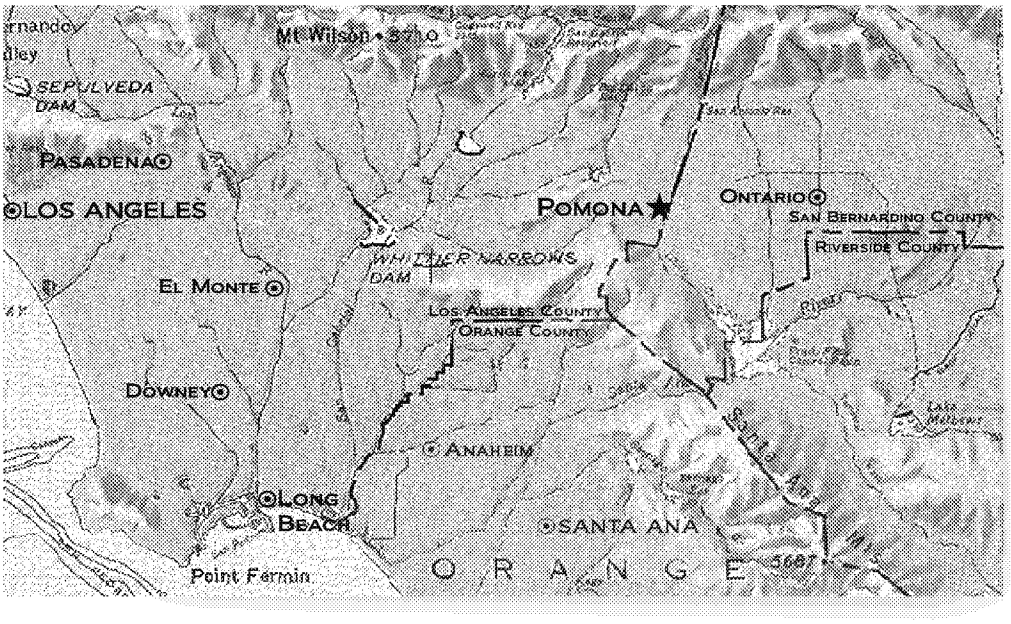
3.0 PROJECT DESCRIPTION

3.1 OVERVIEW

The proposed Pomona Ranch Plaza Walmart Expansion (the Project), including all facilities proposed within the Project site, on- and off-site supporting improvements, and associated discretionary actions comprise the Project considered in this Environmental Impact Report (EIR). The Project proposes an addition of approximately 61,719 square feet to the existing 129,851-square-foot Walmart, built in 1995 pursuant to CUP 94-005, resulting in an expanded Walmart Store totaling approximately 191,570 square feet. The proposed Walmart expansion would provide additional floor area for general merchandise, grocery items, ancillary uses, and storage.

3.2 PROJECT LOCATION

The existing Walmart Store and expansion Project site are located at 80 Rio Rancho Road, within the existing Pomona Ranch Plaza (Plaza) in the southwesterly portion of the City of Pomona, in eastern Los Angeles County (please refer to Figure 3.2-1, "Project Location"). Walmart owns the 3.69-acre parcel which abuts the existing Walmart Store to the southeast. As part of the Project, a Lot Merger is requested to create a single, 16.70-acre parcel accommodating the expanded Walmart Store. The approximately 71-acre Plaza also includes a Winco food store, and various restaurant, retail, and office building uses, totaling approximately 514,300 square feet of constructed or entitled uses.



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NOT TO SCALE

Source: Applied Planning, Inc.

Figure 3.2-1
Project Location

3.3 BACKGROUND

Development of the Pomona Ranch Plaza was envisioned as part of the Phillips Ranch Specific Plan, and initially analyzed under the *1994 City of Pomona Regional Retail Center Environmental Impact Report*, SCH#1993021028 (ESA) February 22, 1994. The development analyzed in the 1994 EIR encompassed 595,000 square feet of commercial/retail uses on an approximately 67.75-acre site. Numerous amendments to the original, approved Pomona Ranch Plaza concept have been implemented since its initial development in the mid-1990s. These include a formerly proposed (but unrealized) 75,000-square-foot cinema; the conversion of the Plaza's former Home Base store to the existing Winco Foods store; and approvals and permitting for other various commercial/retail uses. For a more detailed summary of the Pomona Ranch Plaza, please refer also to the discussion at Section 3.4, "Vicinity Land Uses."

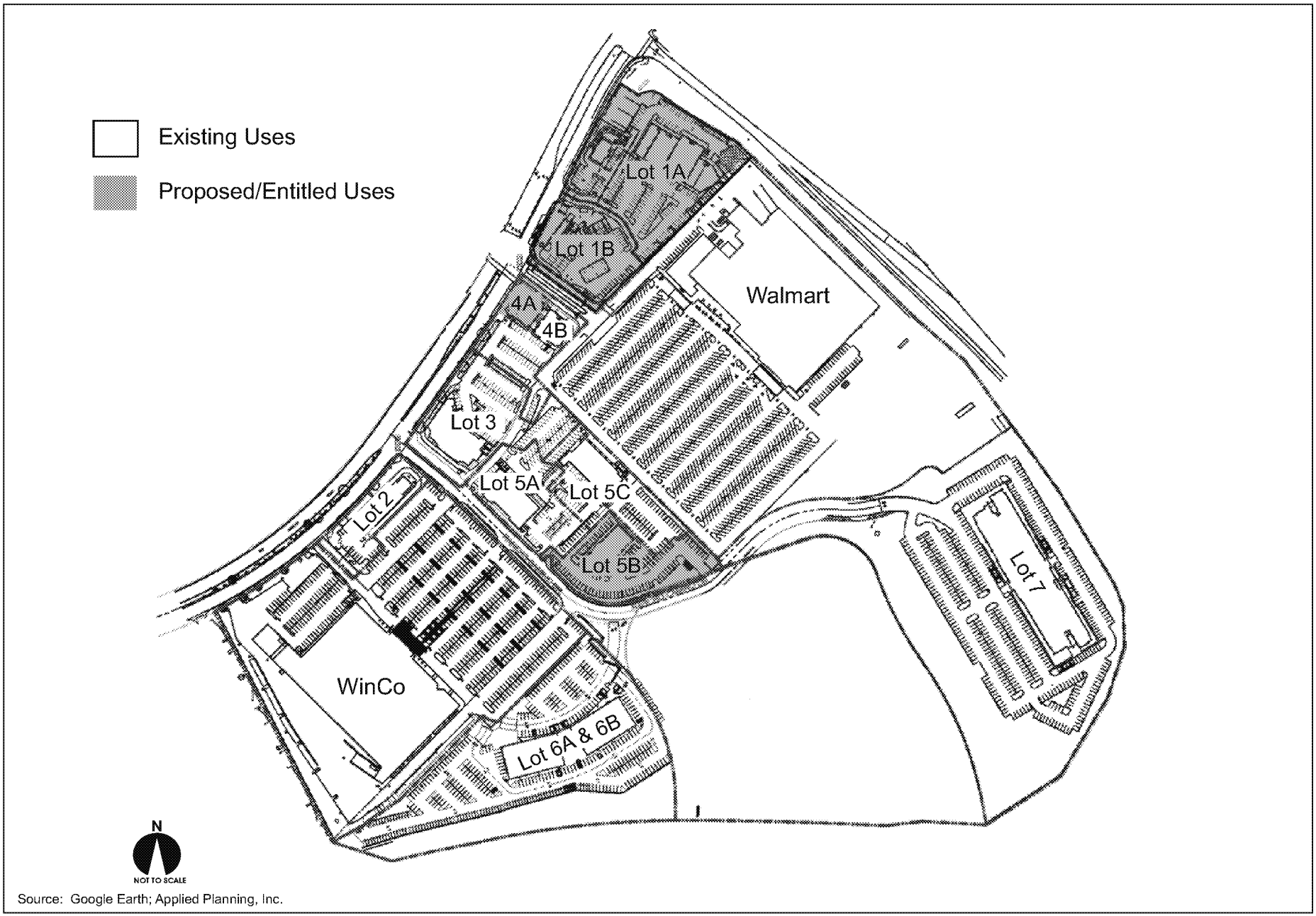
It is noted that the former Phillips Ranch Landfill site (operational in the 1940s and 50s) was located within the Pomona Ranch Plaza area. Portions of the former landfill site are currently being reused for the construction of the office building located to the south of the proposed Walmart Expansion Project area. Following a comprehensive series of studies to ensure the containment of any hazardous materials or hazardous wastes that remained within the vicinity of the former landfill, a Final Remedial Action Plan was approved by CalRecycle (formerly the California Integrated Waste Management Board) in 2011, permitting unrestricted non-residential development within the former landfill area. None of the former landfill area is included within the proposed Walmart Expansion Project site. Nor would the Project otherwise substantively affect, or be affected by, the former landfill.

3.4 VICINITY LAND USES

The northwesterly portion of the Pomona Ranch Plaza site, including the Project site, is substantively developed with commercial/retail and office uses, with associated parking fields. The Pomona Ranch Plaza currently contains approximately 514,300 square feet of existing and entitled uses. Those uses are summarized below and indicated in Figure 3.4-1, "Existing and Proposed Land Uses."

- Lot 1A: 2,300 square feet of Fast Food with Drive-Through, 19,900 square feet of Retail/Services, 2,200 square feet of High Turnover Sit Down Restaurant (entitled)
- Lot 1B: 6,700 square feet of Convenience Market with 8 fueling stations (entitled)
- Lot 2: 4,500 square feet of Fast Food with Drive-Through (existing El Pollo Loco)
- Lot 3: 22,720 square feet of Retail/Services (existing Starbuck's, Subway, etc.)
- Lot 4A: 4,509 square feet of Retail/Food (entitled)
- Lot 4B: 6,000 square feet of Bank (existing Bank of America)
- Lot 5A: 10,000 square feet of Retail/Services/Food (existing Grand Buffet, etc.)
- Lot 5B: 10,000 square feet of Quality Restaurant (entitled)
- Lot 5C: 18,870 square feet of Retail/Services/Food (existing Curves, etc.)
- Lot 6A & 6B: 77,400 square feet of Office (existing)
- Lot 7: 100,000 square feet of Office (existing San Gabriel/Pomona Regional Center)
- Walmart (129,851 square feet)
- Winco (106,000 square feet)

Beyond the boundaries of the Pomona Ranch Plaza, to the north of the Project site, across Rio Rancho Road, are single-family residential uses. Easterly of the Plaza and the Project site, across State Route 71 Freeway (SR-71) are commercial and single-family residential uses. Southerly of the Plaza and the Project site, across State Route 60 Freeway (SR-60) are vacant hillside properties, with single-family residential uses located further to the south within the City of Chino Hills. Southwesterly adjacent to the Plaza site are multi-family residential uses. Vicinity land uses are illustrated at Figure 3.4-2.



Source: Google Earth; Applied Planning, Inc.

appliedplanning inc

Figure 3.4-1
Existing & Proposed Land Uses

Source: Google Earth; Applied Planning, Inc.

appliedplanning inc

Figure 3.4-2
Surrounding Land Uses

3.5 PROJECT ELEMENTS

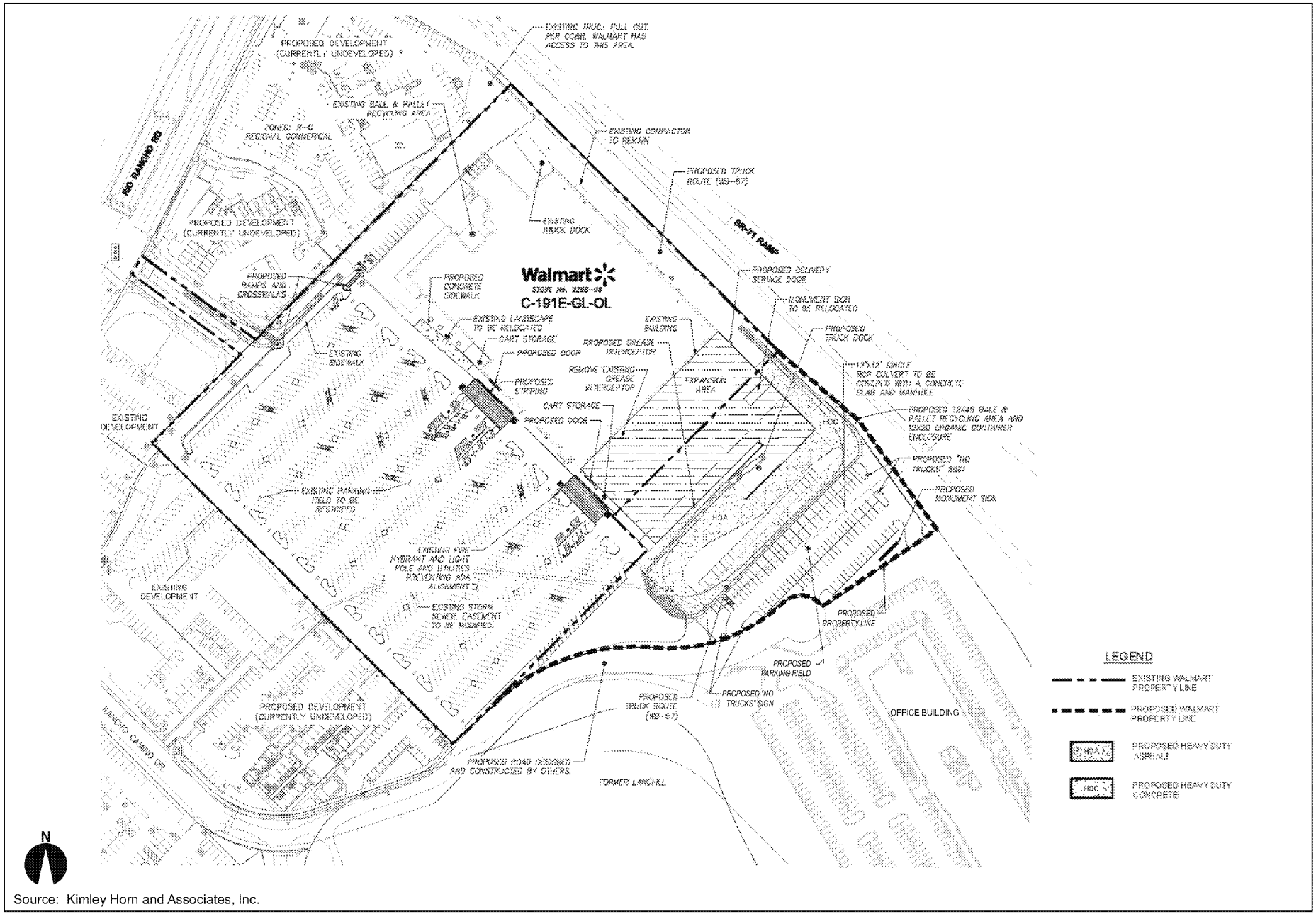
3.5.1 Site Preparation

Site preparation activities would include certain interior and exterior demolition affecting the existing Walmart Store including, but not limited to: removal of interior features and reconfiguration of interior spaces; demolition of existing facades to allow for proposed building expansion areas; and demolition/reconstruction of certain parking lot areas and parking lot landscaping. Demolition activities are estimated to produce approximately 2,200 cubic yards of debris. Site preparation would also entail grading of the Project site to provide acceptable grades and building areas. Preliminary grading/development concepts indicate that approximately 11,938 cubic yards of fill material will have to be imported to the Project site.

During all site preparation and construction activities, the existing Walmart Store would remain open and operational. Construction activities would be sequenced to facilitate ongoing Store operations, and reduce potential for damage from construction equipment.

3.5.2 Project Facilities

The Project proposes an approximately 61,719-square-foot addition to the existing 129,851-square-foot Walmart building, yielding a total Store building floor area of approximately 191,570 square feet. Figure 3.5-1, "Site Plan Concept," indicates the location and orientation of the existing store within the Project site, and delineates the expansion area that would be realized under the Project. The proposed expansion area may also include new interior ancillary uses, such as a banking center, beauty salon, medical clinic, optometrist's office and other accessory uses. The Project would add a second entry area at the southern part of the Walmart, and expand and relocate the Walmart Store's existing delivery truck dock area and organic waste container. Currently unpaved areas adjacent to the existing Store's parking field would be used to create a new parking area, and the existing parking lot would be re-striped. Additionally, the existing Store's monument sign (currently located within the proposed Expansion area) would be relocated onsite.



Source: Kimley Horn and Associates, Inc.

appliedplanning inc

Figure 3.5-1
Site Plan Concept

3.5.3 Access and Circulation

Primary access to Pomona Ranch Plaza, including the existing Walmart, is currently provided by two (2) signalized driveways off Rio Rancho Road. No new or revised access to the Plaza, or any of the Plaza's internal uses is proposed or required as part of the Walmart Expansion Project.

3.5.4 Parking

As indicated on the Project Site Plan, a new parking field would be constructed southerly adjacent to the proposed Walmart as expanded. Additionally, Walmart's existing parking area, located westerly of the existing Store, would be re-striped. As expanded and restriped, a total of 959 parking spaces would be provided; of which approximately 776 parking spaces would be located in the re-striped westerly Walmart parking area, and approximately 183 parking spaces would be provided in the southerly expansion parking area. Unless otherwise noted herein, or otherwise specified by the City, all parking areas, to include parking stalls, drive aisles, parking lot landscaping and hardscaping, would be designed and constructed pursuant to requirements outlined at City of Pomona Zoning Ordinance Section .503-H. "Off-Street Parking."

3.5.5 Other Site Improvements and Amenities

Supporting site improvements to be implemented by the Project include, but are not limited to: employee and patron parking areas; landscaping/hardscape improvements; decorative and security lighting; and directional and informational signage.

3.5.6 Infrastructure, Utilities, and Public Services

All public services, infrastructure systems, and utilities are currently available to the Project site. The Project would implement necessary utilities improvements to include connections to existing services, and/or necessary realignment or modification of existing service lines. All connections to, and modification of, utilities necessary to serve the Project would be accomplished consistent with City and purveyor requirements. Public services and utilities/infrastructure available to the Project are summarized in the

following paragraphs, and discussed in greater detail at EIR Section 4.6, "Public Services."

3.5.6.1 Public Services

The following public services are available to the Project:

- Fire Protection Services (Los Angeles County Fire Department);
- Police Protection Services (City of Pomona Police Department); and
- Schools (Pomona Unified School District).

3.5.6.2 Utilities/Infrastructure

The following utilities/infrastructure systems and services are available to the Project:

- Water/Sewer (City of Pomona Water & Wastewater Operations Division);
- Storm Drain/Storm Water Management (City of Pomona Public Works Department);
- Electricity (Southern California Edison);
- Natural Gas (The Gas Company);
- Telephone/Communications (Verizon, or other contract services); and
- Cable Television (Media One, or other contract services).

3.5.6.3 Project Energy Conservation/Sustainability Attributes

Contemporary Walmart store designs include a broad range of design and operational measures that collectively promote efficient energy use and conservation of resources. Measures that are generally included in new store construction are listed below. The Project expansion area and other areas remodeled under the Project would incorporate these following or similar energy conservation and sustainability features where appropriate:

Lighting

- The entire store would include occupancy sensors in most non-sales areas, including restrooms, break rooms, and offices. The sensors automatically turn the lights off when the space is unoccupied.

- All lighting in the store would consist of T-8 fluorescent lamps and electronic ballasts, resulting in up to a 15 to 20 percent reduction in energy load.

- All exterior building signage and many refrigerated food cases would be illuminated with light emitting diodes (LEDs). In refrigerated food cases, LEDs perform well in the cold and produce less heat (which must be compensated for by the refrigeration equipment) than fluorescent bulbs. LEDs also contain no mercury or lead. LED technology is up to 52 percent more energy efficient than fluorescent lights. Total estimated energy savings for LED lighting in the store's grocery section is approximately 59,000 kWh per year, enough energy to power five single family homes.

- The store would include a daylight harvesting system, which incorporates more efficient lighting, electronic continuous dimming ballasts, skylights and computer controlled daylight sensors that monitor the amount of natural light available. During periods of higher natural daylight, the system dims or turns off the store lights if they are not needed, thereby reducing energy use. This program would help the store save a substantial amount of energy. Dimming and turning off building lights also helps eliminate unnecessary heat in the building.

Central Energy Management System

- Walmart employs a centralized energy management system (EMS) to monitor and control the heating, air conditioning, refrigeration and lighting systems for all stores from Walmart's corporate headquarters in Bentonville, Arkansas. The EMS enables Walmart to constantly monitor and control the expanded store's energy use, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust system levels from a central location 24 hours per day, seven days per week. Energy use for the entire store would be monitored and controlled in this manner.

Heating Ventilation and Air Conditioning (HVAC) Systems

- The store would employ energy efficient heating (HVAC) systems surpassing industry baseline standards and California Title 24 requirements. In this regard, current designs for Walmart stores incorporate HVAC systems rated as among the industry's most energy efficient.

Dehumidification

- The Walmart store would include a dehumidifying system allowing the store to operate comfortably at a higher interior temperature, use less energy for air conditioning, and allow the air conditioning/refrigeration systems to operate more efficiently.

White Roofs

- The store would utilize a white membrane roof instead of the typical darker colored roof materials employed in commercial construction. The white membrane roof's higher reflectivity helps reduce building energy consumption and reduces the heat island effect, as compared to buildings utilizing darker roofing colors.

Refrigeration

- Refrigeration equipment is typically roof-mounted proximate to refrigerated cases. This reduces the amount of copper refrigerant piping, insulation, and minimizes the potential for refrigerant leaks and attendant demands for refrigerant recharging. Walmart uses non ozone-depleting refrigerants (R407a and R410a) for refrigeration equipment and air conditioning, respectively.

Heat Reclamation:

- The proposed Walmart store would reclaim waste heat from onsite refrigeration equipment to supply approximately 70 percent of the hot water needs for the store.

Water Conservation:

- Walmart would install high-efficiency urinals that use only one-eighth (1/8) gallon of water per flush. This fixture reduces water use by 87 percent compared to the conventional one gallon per flush urinal. The 1/8 gallon urinal also requires less maintenance than waterless urinals.

- All restroom sinks would use sensor-activated one-half (1/2) gallon per minute high-efficiency faucets. These faucets reduce water use by approximately 75 percent when compared to mandated 1992 EPA Standards. During use, water flows through turbines built into the faucets to generate the electricity needed to operate the motion sensors.

- Water efficient restroom toilets would be employed in the Walmart restrooms. These fixtures use 20 percent less water compared to mandated EPA Standards of 1.6 gallon per flush fixtures.

- The toilets utilize built-in water turbines to generate the power required to activate the flush mechanism. These turbines save energy and material by eliminating electrical conduits required to power automatic flush valve sensors.

- It is estimated that Walmart's water conservation measures could save up to 530,000 gallons of water annually at this store.

Material and Finishes

- The store would be built using cement mixes that include 15 to 20 percent fly ash, a waste product of coal-fired electrical generation, or 25 to 30 percent slag, a by-product of the steel manufacturing process. By incorporating these waste product materials into its cement mixes, Walmart offsets the greenhouse gases emitted in the cement manufacturing process.

- The store would use Non-Reinforced Thermoplastic Panel (NRP) in lieu of Fiber Reinforced Plastic (FRP) sheets on the walls in areas where plastic sheeting is

appropriate, including food preparation areas, utility and janitorial areas, and associate break rooms. NRP can be recycled, has better impact resistance and, like FRP, is easy to keep clean.

- The store would employ a plant-based oil extracted from a renewable resource as a concrete form release agent (a product sprayed on concrete forms to allow ease of removal after the concrete has set). This release agent is nonpetroleum based non-toxic and a biodegradable agent. For the store's exterior and interior field paint coatings, Walmart would use low-volatile organic (VOC) content paint consistent with South Coast Air Quality Management District (SCAQMD) requirements.

- Paint products required for the Project would be primarily purchased in 55 gallon drums and 275 gallon totes, reducing the number of one gallon and five gallon buckets needed. These plastic buckets are filled from the drums and totes and then returned to the paint supplier for cleaning and reuse.

- Exposed concrete floors are used where appropriate thereby reducing surface applied flooring materials. Use of exposed concrete floors also substantially reduces the need for most chemical cleaners, wax strippers, and propane-powered floor buffing.

Recycled Building Materials

- Construction of the store would use steel containing approximately 90 to 98 percent recycled structural steel, which utilizes less energy in the mining and manufacturing process than does new steel.

- All of the plastic baseboards and much of the plastic shelving employed in the store would be composed of recycled plastic.

Construction and Demolition (C&D) Recycling

Walmart would develop and implement a Construction and Demolition (C&D) program at this location in order to capture and recycle as much of any metals, woods, floor and ceiling tiles, concretes, asphalts and other materials that may be generated as part of Project implementation. Walmart would work with the City and serving waste management company to fully research all available C&D recycling facilities in the area, and the Walmart C&D program would seek to include the widest possible range of materials recovery options. Throughout the course of Project construction, any demolished concrete or asphalt, concrete truck wash out, scrap building materials and construction refuse would be removed and recycled/disposed of consistent with the City's adopted Source Reduction and Recycling Element (SRRE), thereby maximizing reuse of building materials and minimizing recyclables placed within landfills.

3.6 PROJECT OBJECTIVES

The primary goal of the Project is the development of the subject site with a productive mix of commercial/retail uses. Complementary objectives of the Project include the following:

- To maintain and support existing retail sales capabilities while upgrading current facilities and adding a grocery sales component to the existing Walmart Store;

- To take full advantage of the existing Walmart Store's visibility and accessibility provided by its location at an intersection of major thoroughfares in the City of Pomona; and to take advantage of existing infrastructure systems and public services rather than create or extend new infrastructure and services into previously unserved or underserved areas;

- To upgrade and expand the existing Walmart Store in order to satisfy the current unmet demand for goods and services from consumers residing in the encompassing trade area;

- To expand the range of goods and services currently provided by the existing Walmart Store, thereby reducing the number of trips currently being made to shop for these same goods and services outside the City of Pomona;

- To provide a convenient source of grocery and food items to serve the local community;

- Create additional employment-generating opportunities for the citizens of Pomona and the surrounding communities; and

- Maximize and broaden the City's sales tax base by providing local and regional tax-generating uses and by increasing property tax revenues.

3.7 DISCRETIONARY APPROVALS AND PERMITS

3.7.1 City of Pomona

3.7.1.1 City Discretionary Actions

The City is requested to consider several discretionary actions for approval of the Project, including the following.

- CEQA Compliance/EIR Certification. The City must certify the EIR prior to or concurrent with approval of the Project.

- Modification of Conditional Use Permit CUP 94-005.

- Approval of a "Lot Parcel Merger" to create a single 16.70-acre parcel from the existing 13.01-acre Walmart Store parcel and the adjacent, vacant 3.69-acre parcel.

3.7.1.2 City Permits

City permits necessary to realize the Project would include but are not limited to:

- Stormwater management and associated permitting would be required consistent with the provisions of City of Pomona Municipal Code Article X. "Stormwater Management."

- Various other City of Pomona construction, grading, and encroachment permits would be required to allow implementation of the Project facilities.

3.7.2 Other Agency Permits and Approvals

CEQA Guidelines Section 15124 also provides that requirements or potential requirements for "Other Permits and Approvals" should, to the extent known, be identified. Based on the current Project design concept, other permits necessary to realize the proposal will likely include, but are not limited to, the following:

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain of the Project operations and its associated equipment.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This chapter of the EIR analyzes and describes the potential environmental impacts associated with the adoption and implementation of the Pomona Ranch Plaza Walmart Expansion Project (Project). The environmental impact analysis has been organized into a series of sections, each addressing a separate environmental topic. Environmental topics addressed in this EIR are presented in the following sections:

Section	Topic
4.1	Land Use and Planning
4.2	Traffic and Circulation
4.3	Air Quality
4.4	Noise
4.5	Hydrology and Water Quality
4.6	Public Services

Within each of the above topical Sections, the discussion is typically divided into subsections which: describe the "setting" or existing environmental conditions; identify regulations and policies, which through their observance typically resolve many potential environmental concerns; identify thresholds of significance applicable to potential environmental effects of the Project; describe the significance of Project-related environmental effects in the context of applicable significance thresholds; and for impacts which are potentially significant or significant, recommend mitigation measures to eliminate or reduce their effects. In this latter regard, it is recognized that the intent of the California Environmental Quality Act (CEQA) is to focus on significant, or potentially significant adverse effects of the Project, and therefore, mitigation is proposed only for potential impacts of this magnitude.

As noted above, before potential impacts are evaluated, the standards or thresholds which will serve as the basis for judging the relative significance of impacts are presented. Often thresholds serve as a general guide or gauge for determining an impact's potential relative significance, rather than defining its absolute effects. Subsequent to identification of relevant significance thresholds, potential Project-related effects and impacts are identified and explained. If an impact is considered to be potentially significant, mitigation measures are proposed to avoid the impact, or reduce its effects to the extent feasible. In determining the potential significance of impacts, the adequacy of existing policies and regulations in addressing each impact is taken into consideration. At the conclusion of each discussion for a potentially significant impact, a determination is made as to whether the impact can be reduced to a less-than-significant level with the application of mitigation measures.

In the environmental analysis, the following terms are used to describe the potential effects of the Project:

- **Less-Than-Significant Impacts**: Minor changes or effects on the environment caused by the Project which do not meet or exceed the criteria, standards, or thresholds established to gauge significance are considered to be less-than-significant impacts. Less-than-significant impacts do not require mitigation. In some cases, these impacts may appear to be potentially significant. However, existing public policies, regulations, and procedures adequately address these potential effects, thereby reducing them to a less-than-significant level, without the need for additional mitigation.

- **Potentially Significant Impacts**: Potentially significant impacts are defined as a substantial, or potentially substantial, adverse change in the environment. The CEQA Guidelines and various responsible agencies provide guidance for determining the significance of impacts. However, the determination of impact significance is ultimately based on the judgment of the lead agency. Similarly, the establishment of any criteria to be used in evaluating the significance of impacts is the responsibility of the lead agency. Wherever possible, mitigation is

proposed in the EIR to avoid or reduce the magnitude of potentially significant impacts.

- **Significant Impacts**: Impacts identified in the EIR which cannot be mitigated below thresholds of significance through the application of feasible mitigation measures are categorized as "significant."

- **Cumulative Impacts**: A discussion of cumulative impacts is provided in Section 5.0 of this environmental analysis. Cumulative impacts refer to the impacts of the Project as they are combined or interact with anticipated impacts of other vicinity projects and physical effects of projected ambient regional growth.

4.1 LAND USE AND PLANNING

4.1 LAND USE AND PLANNING

Abstract

This Section identifies and addresses potential impacts that may result from land use and planning decisions necessary to implement the proposed development. In addition to land use impacts that could occur due to the proposed type of development, its location or scale, this Section also examines potential land use impacts attributable to economic effects of the Project. More specifically, the land use and planning analysis presented here examines whether the Project would:

- *Physically divide an established community or result in land use incompatibilities;*
- *Result in adverse physical changes or impacts due to the Project's economic effects; or*
- *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.*

As supported by the analysis presented in this Section, potential land use and planning impacts of the Project are less-than-significant.

4.1.1 INTRODUCTION

Land use refers to occupation and employment of properties for various purposes such as commerce, industry, open space, community services, infrastructure, and residential uses. Local land use plans, policies, and development regulations control the types, configurations, and intensities of land uses within the community. Changes in land use patterns resulting from new development can affect overall characteristics of an area, and may result in physical impacts to the environment. The Land Use and Planning Section of the EIR focuses on the Project's consistency with applicable land use plans, policies and regulations, and its potential incompatibilities with land use districts and existing and proposed vicinity development.

4.1.2 SETTING

4.1.2.1 Location

The Pomona Ranch Plaza Walmart Expansion Project (Project) is located at 80 Rio Rancho Road, in the southwesterly portion of the City of Pomona, in eastern Los Angeles County. The existing Walmart store occupies 13.01 acres within the approximately 71-acre Pomona Ranch Plaza (Plaza). Please refer also to EIR Section 3.0, "Project Description, and Figure 3.2-1, "Project Location."

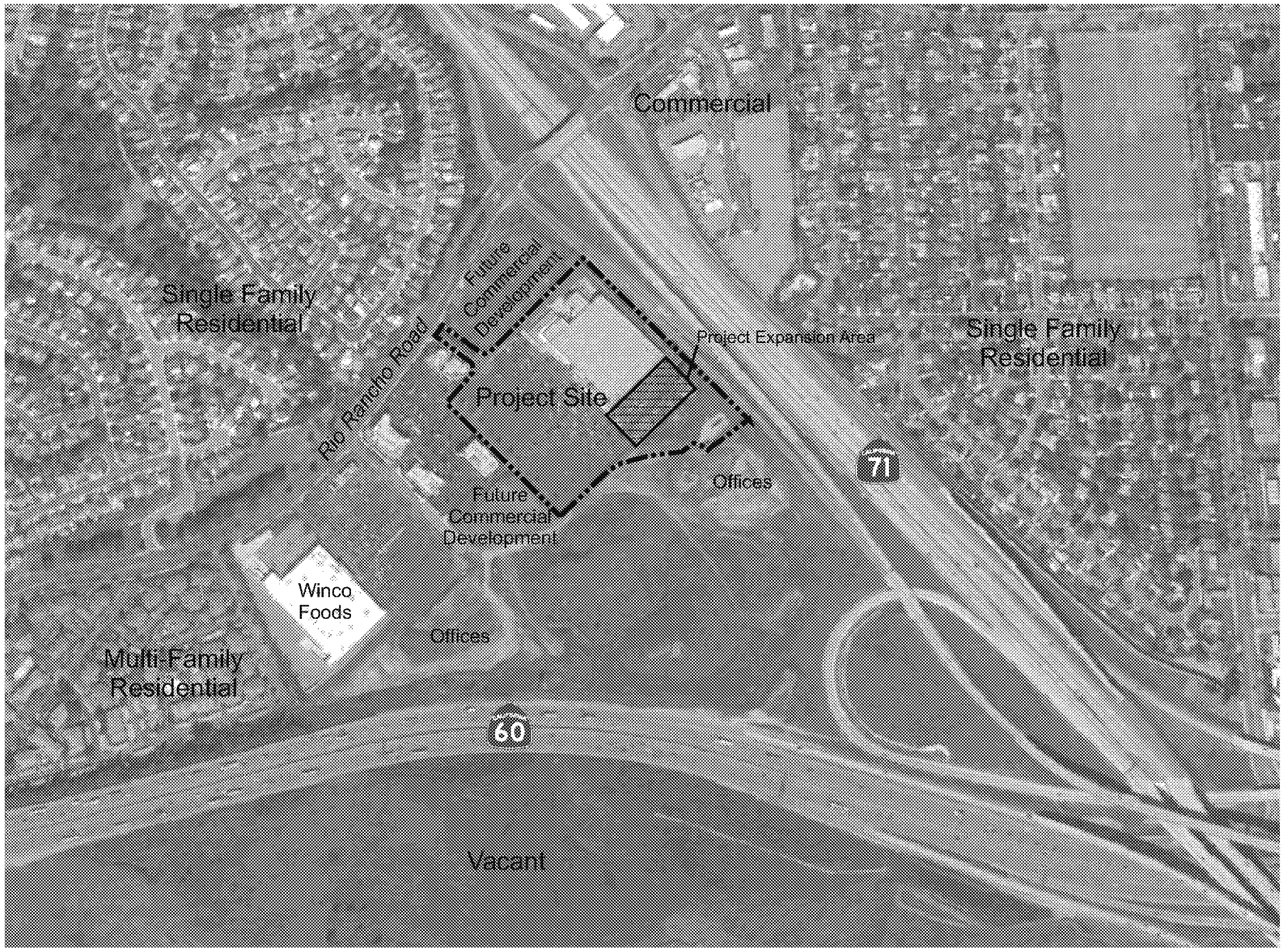
4.1.2.2 Vicinity Land Uses

The Pomona Ranch Plaza, inclusive of the Project site, is located within an area designated for and developed with commercial/retail uses. The northeasterly portion of the Pomona Ranch Plaza site, which accommodates the existing Walmart store and Expansion Project site, is substantively developed with commercial/retail and office uses, with associated parking fields. The Project would expand the existing Walmart store southeasterly onto abutting vacant property owned by the Applicant.

The Pomona Ranch Plaza currently contains approximately 514,300 square feet of existing and entitled uses. Those uses are summarized below:

- Lot 1A: 2,300 square feet of Fast Food with Drive-Through, 19,900 square feet of Retail/Services, 2,200 square feet of High Turnover Sit Down Restaurant (entitled)
- Lot 1B: 6,700 square feet of Convenience Market with 8 fueling stations (entitled)
- Lot 2: 4,500 square feet of Fast Food with Drive-Through (existing El Pollo Loco)
- Lot 3: 22,720 square feet of Retail/Services (existing Starbuck's, Subway, etc.)
- Lot 4A: 4,509 square feet of Retail/Food (entitled)
- Lot 4B: 6,000 square feet of Bank (existing Bank of America)
- Lot 5A: 10,000 square feet of Retail/Services/Food (existing Grand Buffet, etc.)
- Lot 5B: 10,000 square feet of Quality Restaurant (entitled)
- Lot 5C: 18,870 square feet of Retail/Services/Food (existing Curves, etc.)
- Lot 6A & 6B: 77,400 square feet of Office (existing)
- Lot 7: 100,000 square feet of Office (existing San Gabriel/Pomona Regional Center)
- Walmart (129,851 square feet)
- Winco (106,000 square feet)

As illustrated at Figure 4.1-1, "Vicinity Land Uses," beyond the boundaries of the Pomona Ranch Plaza, northerly of the Project site, across Rio Rancho Road, are single-family residential uses. Easterly of the Project site, across SR-71 are commercial and single-family residential uses. Southerly of the Project site, across SR-60 are vacant hillside properties, with single-family residential uses located further to the south within the City of Chino Hills. Southwesterly adjacent to the Pomona Ranch Plaza are multi-family residential uses.



Source: Google Earth; Applied Planning, Inc.

appliedplanning inc

Figure 4.1-1
Vicinity Land Uses

4.1.3 LAND USE POLICIES AND REGULATIONS

The City has developed and adopted Land Use Goals, Policies and Development Standards/Regulations that act to promote orderly development of compatible land uses. In many instances, compliance with existing policies and standards eliminates, or substantially reduces, potential environmental effects. Existing policies and standards, to some extent, also indicate community and regional values and prerogatives relative to environmental concerns. As discussed below, Land Use Goals, Policies, and Development Standards germane to the Project are articulated within the City of Pomona General Plan Update and the City of Pomona Zoning Ordinance.

4.1.3.1 City of Pomona General Plan Update

Overview

The City of Pomona General Plan Update, Adopted March 2014 (General Plan) outlines a vision for Pomona's long-range physical evolution, economic development, and resource conservation; and establishes a broad framework to guide related decision making. Applicable to potential land use and planning impacts of the Project, General Plan Section 6, Pomona Tomorrow . . . "establishes the overall vision of the future City, as expressed through a physical City Structure Diagram and the strategy framework to achieve the vision" (General Plan, page 53). Related, General Plan Section 7, Plan Component outlines approaches to improve the function of the City according to City-wide components that serve the future City structure. The General Plan at Section 8, Implementation Volume, establishes Goals articulating the City's overarching principles and philosophy; and supporting Policy actions, parameters, and implementation programs that would facilitate realization of the stated Goals. The following discussions provide a summary of the above-noted General Plan Sections (6-8), and present the Project within their context.

Pomona Tomorrow

General Plan Chapter 6, Figure 6.3, "Pomona Tomorrow," graphically presents the general configuration and assignment of future City land uses or Place Types. The General Plan Place Types comprise various centers, districts, corridors, and neighborhoods. The general form, function, and use mix of each Place Type is also

identified. For example, the "Activity Center" Place Type establishes and promotes a range of concentrated retail and complementary development at appropriate scales; at locations with appropriate market focus; and that take advantage of available access and/or encourage multi-modal access.

For each Place Type, the General Plan also establishes a Planning Approach and Strategy that would ultimately facilitate that Place Type's development (and that of the City) consistent with the overarching goal and vision of the General Plan to: "improve the livability and cultural life of the community by creating places in the City 'defined by quality, cohesiveness, and human needs'" (General Plan Update, page 53). The Place Type, and Planning Approach and Strategy applicable to the Project site are summarized below.

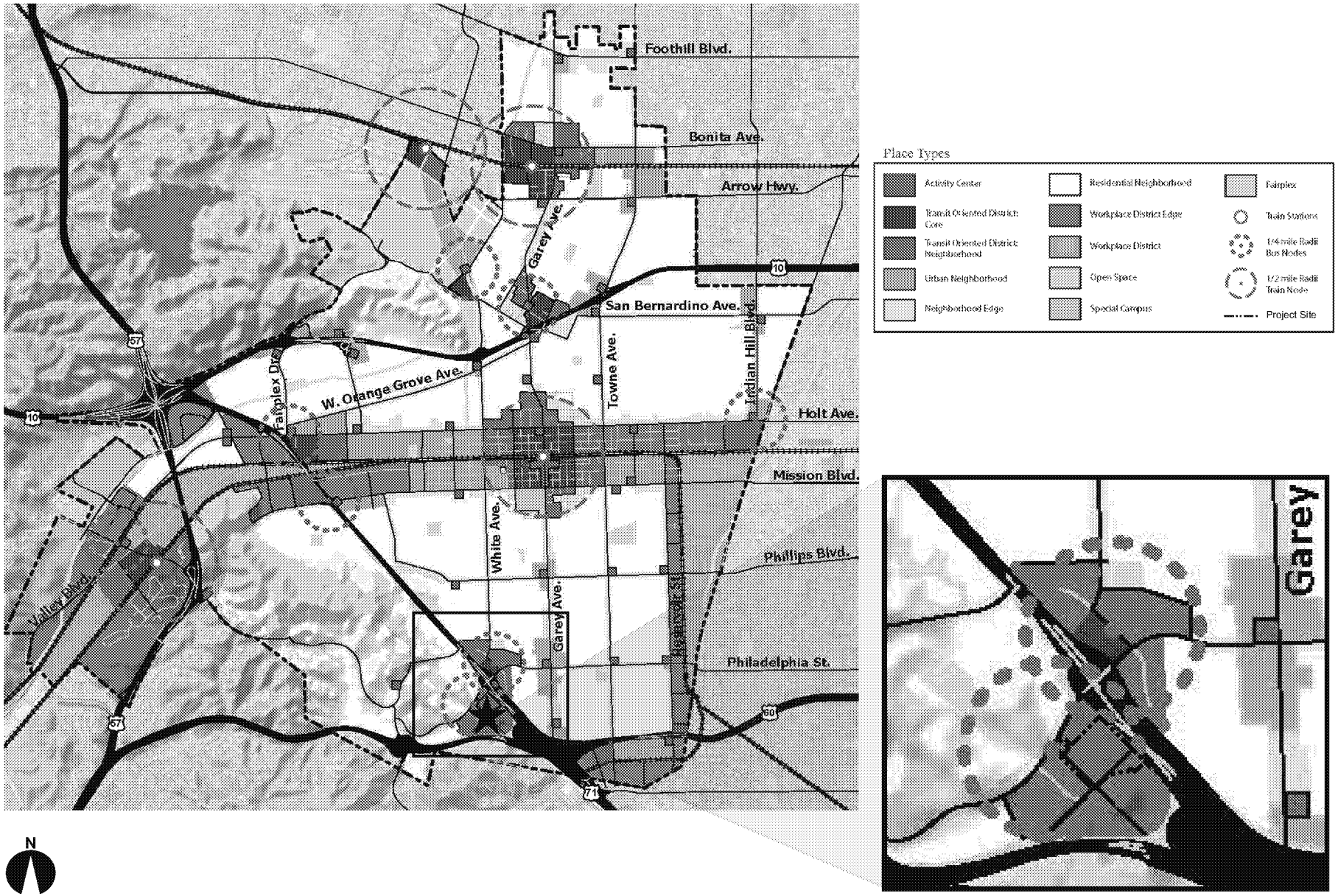
Project Site Place Type, Planning Approach and Strategy

Place Type

As indicated at Figure 4.1-2, the General Plan Land Use Map designates the Pomona Ranch Plaza inclusive of the Project site as an "Activity Center" Place Type. As described in the General Plan, Activity Center Place Types are:

> . . . districts or concentrations of development that are catalyzed by retail and other complementary uses. The mix and format of the latter are related to those of the retail uses. Of major land uses in the City, retail use takes up the smallest land area but is the essential ingredient in creating activity, image, and value for City neighborhoods (residential, workplace, corridor, mixed-use, and Downtown) (General Plan, page 60).

The General Plan establishes Activity Centers under four general categories: Downtown, Regional, Community, and Neighborhood. The Pomona Ranch Plaza and Project site lie within the SR-71/Rio Rancho Road Regional Activity Center. The Project does not propose or require amendment of the subject site's existing Place Type classification.



Source: City of Pomona General Plan Update; Applied Planning, Inc.

Figure 4.1-2
General Plan Place Types

Planning Approach and Strategy

The General Plan Planning Approach and Strategy articulated for Activity Centers are as follows:

> **Planning Approach**
>
> *Retain* existing neighborhood centers and the Downtown retail core and support their intensification and mix; encourage the eventual *transition* of properties to greater land use efficiency and mixture of complementary uses; *restructure* areas in strategic locations to accommodate new or renovated regional retail centers.
>
> **Strategy**
>
> - Concentrate retail investment in "centers" clustered at crossroads that satisfy investor preferences and target the local community.
>
> - Ensure that the form of new retail development does not negatively impact the character of surrounding districts or neighborhoods (General Plan, page 56).

As substantiated in this Section and within this EIR generally, the Project would support and implement the above-noted Planning Approach and Strategy within the context of the SR-71/Rio Rancho Road Regional Activity Center.

Plan Components

General Plan Section 7, "Plan Components," identifies seven (7) General Plan Components (listed below) that serve the Pomona Tomorrow vision and structure:

- 7-A: Land Use & Density;
- 7-B: Economic Development;
- 7-C: Open Space Network;
- 7-D: Mobility & Access;

- 7-E: Conservation;
- 7-F: Community Design; and
- 7-G: Noise & Safety

Each General Plan Component includes:

- Background information to establish the context for policies in the element;
- The City's strategic approach to addressing that component; and
- Definitions, detailed plans, and specifications facilitating realization of General Plan Goals and Policies.

Germane to the analysis presented here is Component 7-A: "Land Use & Density;" and more specifically, the Land Use & Density Component's retail land use distribution strategies and development intensity standards. As substantiated in this Section and within this EIR generally, the Project would conform to and support the Land Use & Density Component's retail land use distribution strategies and development intensity standards.

Goals and Policies

The General Plan at Section 8, "Implementation Volume," establishes Goals and supporting Policies that, in concert, would achieve the long-range vision for the City. General Plan Goals and Policies also act to protect the City's resources by establishing planning requirements, programs, standards, and criteria to be employed in the review and evaluation of development proposals and land use decisions. Project consistency with, and support of applicable General Plan Goals and Policies is evaluated subsequently at Section 4.1.5, "Potential Impacts and Mitigation Measures."

4.1.3.2 City of Pomona Zoning Ordinance

Paralleling the recent General Plan Update, the City of Pomona has initiated a comprehensive update of the City Zoning Ordinance. Pending completion and adoption of the Zoning Ordinance update, development proposals within the City (including the

Project) are regulated pursuant to provisions of the incumbent Zoning Ordinance and associated Zoning Map.

City of Pomona Zoning Designation for the Project site is "SP-PR.RC" or Phillips Ranch Specific Plan/Regional Commercial. In this regard, retail commercial development and occupancies within the Pomona Ranch Plaza and Project site are comprehensively regulated pursuant to the City's Regional Commercial (RC) Zone District requirements. Additional standards and requirements specific to the Pomona Ranch Plaza and the Project site are contained within the Phillips Ranch Specific Plan (Specific Plan). Uses proposed by the Project are consistent with and are permitted or conditionally permitted under the Regional Commercial Zone District and the Specific Plan. No change in Zoning designation or amendment to the Phillips Ranch Specific Plan is required or proposed. Project consistency with, and support of applicable Zoning Ordinance and Specific Plan requirements and standards is evaluated subsequently at Section 4.1.5, "Potential Impacts and Mitigation Measures."

4.1.4 STANDARDS OF SIGNIFICANCE

Appendix G of the California Environmental Quality Act (*CEQA*) Guidelines, as adopted by the City of Pomona, indicates a Project will normally have a significant effect related to land use if it would:

- 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; or

- Conflict with any applicable habitat conservation plan or natural communities conservation plan.

Any of the above would be considered a potentially significant land use impact.

4.1.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.1.5.1 Introduction

The following discussions focus on those areas where it has been determined that the Project may result in potentially significant land use and planning impacts, based on the previous discussions included within this Section and analysis included within the EIR Initial Study (EIR Appendix A). More specifically, as evaluated within the Initial Study, the Project's potential to conflict with any applicable habitat conservation plan or natural communities conservation plan are determined to be less-than-significant. These potential impacts are therefore not substantively discussed further within this Section. Conversely, recognizing the recent adoption of the City's General Plan Update and its implications, the potential for the Project to conflict with an applicable land use plan (previously determined to be less-than-significant in the Initial Study) warrants further evaluation, and is considered herein. Please refer also to Initial Study Checklist Item X., "Land Use and Planning."

4.1.5.2 Impact Statements

Potential Impact: ***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 Analysis: The Project is subject to land use plans, policies, guidelines, and regulations as established by the City of Pomona. Germane to the Project, these include applicable City General Plan Goals and Policies; and Regulations and Development Standards established by the City's RC Zone District and applicable provisions of the Phillips Ranch Specific Plan.

The General Plan establishes Goals and Policies applicable to development and uses proposed by the Project as a component of the SR-71/Rio Rancho Road Regional Activity Center. More specifically, General Plan Section 8, "Implementation Volume" identifies a range of Goals and Policies intended to guide development of the "Activity Center" Place Type. A subset of these Goals and Policies are focused on development of Regional Activity Centers. Related, under the "Plan Component" heading, Goals and Policies are identified that would guide function and use of Activity Centers. [3]

For each stated Goal, the General Plan cross-references applicable supporting Policies, of which certain Policies would be germane to more than one Goal. For example, Goal 6A.G1, "Establish a pattern of retail centers that is based on existing conditions, aligned with investor preferences, and will satisfy current and future market demand," is cross-referenced to Place Type Policies 6A.P1, 6A.P2, 6A.P7, 6A.P9, 6A.P11, 6A.P12, and 6A.P13; and Plan Component Policies 7A.P1, 7A.P2, 7B.P2, 7B.P3, 7B.P4, 7B.P12, and 7B.P24. Of these Policies, 6A.P1, 6A.P2, 6A.P9, 6A.P12, and all of the listed Plan Component Policies are also identified in support of Goal 6A.G2, "Over time, concentrate retail investment in "activity centers" that provide a variety of shopping environments that conveniently serve the regional and local community." This same presentation is maintained here.

General Plan Goals and supporting Policies for the Activity Center/Regional Activity Place Type are excerpted at Table 4.1-1. Goal/Policy relevance to the Project, as well as an assessment of Project consistency with and/or support of the stated Goal/Policy is also provided.

[3] *City of Pomona General Plan Update, Section 8,* "Implementation Volume."

Table 4.1-1
General Plan Goals and Policies Consistency

Policies	Applicability/Consistency
ACTIVITY CENTERS	
Goal: 6A.G1 Establish a pattern of retail centers that is based on existing conditions, aligned with investor preferences, and will satisfy current and future market demand.	
6A.P1–Use a variety of regulatory tools to encourage specific types of retail development in locations where it is most feasible and compatible with the pattern of activity centers identified in the Pomona Tomorrow diagram, and discourage it in other locations.	**Consistent**: The Project would represent a compatible continuation of retail/commercial uses existing within the Pomona Ranch Plaza (Plaza). The Plaza is identified as a Regional Activity Center in the Pomona Tomorrow diagram. The Project retail/commercial uses are consistent with the type and intensity of uses anticipated for the Regional Activity Center Place Type.
6A.P2–Strategically identify locations for activity centers that maximize both neighborhood and vehicular accessibility and visibility.	**Consistent**: The Project site and encompassing Plaza are provided access and visibility from adjacent SR-71/Rio Rancho Road. Its proximity to, and access provided by SR-71/Rio Rancho Road, in combination with the scale and composition of existing and planned retail/commercial uses establish the Plaza as an appropriate Regional Activity Center Place.
6A.P7–Strategically plan for a hierarchy of centers throughout the City that do not negatively compete with Downtown.	**Consistent**: The Project would be implemented within the existing SR-71/Rio Rancho Road Regional Activity Center. The Project does not propose or require revision to the City's hierarchy of activity centers in a manner that would affect viability of the designated Downtown Activity Center.
6A.P9–Require large retail centers to incorporate smaller blocks with an internal grid of streets for both pedestrian and vehicular circulation.	**Consistent**: The Pomona Ranch Plaza accommodating the Project is provided an appropriate vehicular and pedestrian circulation system. The Project does not propose or require alteration of the Plaza's circulation system.
6A.P11–Require development to feature pedestrian oriented shopfronts with primary entrances oriented toward streets or pedestrian ways.	**Consistent**: The Project proposes expansion of an existing Walmart Store, and would not alter orientation of the store's existing primary entrance. As with the Store's existing primary entrance, entrance to the proposed expansion area would be oriented internally to so as to be visible and accessible from supporting parking areas and associated pedestrian ways.
6A.P12–Use a variety of regulatory tools to encourage concentrations of neighborhood serving retail development where it is currently most successful, visible, and accessible (as identified in the Pomona Tomorrow diagram) and discourage it in other locations.	**Consistent**: The Project would be implemented within the existing SR-71/Rio Rancho Road Regional Activity Center. The Project does not propose or require revision to the City's hierarchy of activity centers in a manner that would affect viability of designated Neighborhood Activity Centers Center.

Table 4.1-1
General Plan Goals and Policies Consistency

Policies	Applicability/Consistency
6A.P13–Seek to identify locations for new Neighborhood Center clusters that can serve neighborhoods that currently lack access to such facilities.	**Consistent**: Please refer to remarks at Policy 6A.P12.
7A.P1–Update the Zoning and Subdivision Ordinances to be consistent with and implement the vision identified in the Pomona Tomorrow General Plan diagram.	**Consistent**: The Project would be implemented consistent with applicable provisions of the City's current Zoning and Subdivision Ordinances, and would act to implement the SR-71/Rio Rancho Road Regional Activity Center Place Type identified in the Pomona Tomorrow General Plan diagram. The Project would not interfere with or otherwise obstruct the City's current process of updating the Zoning and Subdivision Ordinances to be consistent with and implement the vision identified in the Pomona Tomorrow General Plan diagram.
7A.P2–Continually monitor land use in the City to ensure a balanced inventory of sufficient land offering appropriate use designations.	**Consistent**: The Project would be implemented within the existing SR-71/Rio Rancho Road Regional Activity Center. The Project does not propose or require revision to the inventory of land uses identified in the General Plan.
7A.P3–Identify districts with the potential for new zoning regulations that allow a greater mix of adjacent, compatible uses.	**Consistent**: The Project would be implemented within the existing SR-71/Rio Rancho Road Regional Activity Center in a manner consistent with incumbent Zoning Ordinance requirements The Project does not propose uses or operations that would conflict with or obstruct the City's prerogative to adopt or implement new zoning regulations.
7A.P4–Maintain minimum and maximum development intensities as stipulated in the Land Use & Density Component to ensure availability of land for future growth. Approval of developments at lower than stipulated densities should be accomplished by map amendments to the General Plan, not by providing exemptions from stipulated densities.	**Consistent**: The Project as proposed would be consistent with the range of development intensities stipulated in the General Plan Land Use & Density Component. More specifically, the T6-B Transect Zone intensity envisioned for the SR-71/Rio Rancho Road Regional Activity Center stipulates a minimum building height of 24 feet, and would include commercial/retail uses. The Project proposes expansion and enhancement of the existing Walmart Store's retail/commercial uses, and would reflect an architecturally compatible design concept with primary rooflines averaging 26 feet in height.
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.	**Consistent**: The Project would implement retail/commercial uses expanding the City's economic base in support of, and consistent with, the Pomona Tomorrow General Plan's vision for the SR-71/Rio Rancho Road Regional Activity Center.

Table 4.1-1
General Plan Goals and Policies Consistency

Policies	Applicability/Consistency
7B.P3–Make Downtown the centerpiece of the economic development strategy. Focus on increasing housing and employment opportunities to generate activity increases throughout the Downtown area.	**Consistent**: The Project would implement compatible retail/commercial uses within the existing SR-71/Rio Rancho Road Regional Activity Center, and would not interfere with or otherwise obstruct the City's Downtown area strategies.
7B.P4–Guide new retail investment away from exclusively auto-oriented shopping and toward open-air, amenity driven formats that have both day-time and night-time activity and are clustered at major crossroads.	**Consistent**: The Project would implement compatible retail/commercial uses within the existing SR-71/Rio Rancho Road Regional Activity Center, and would complement, and benefit from of the Activity Center's other existing and planned day-time and night-time retail/commercial activities.
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.	**Consistent**: As part of the Project, a Lot Merger is requested to create a single, 16.70-acre parcel adequate in size and configuration to accommodate the Walmart Store as expanded under the Project.
7B.P14–Plan capital improvements and prioritize infrastructure investments to ensure that funding resources are allocated to the City's most critical economic needs.	**Consistent**: The Project would implement all necessary development-specific infrastructure improvements, and would pay fair share fees, connection fees and service fees funding necessary area-serving infrastructure.
Goal: 6A.G2 Over time, concentrate retail investment in "activity centers" that provide a variety of shopping environments that conveniently serve the regional and local community.	
6A.P1–Use a variety of regulatory tools to encourage specific types of retail development in locations where it is most feasible and compatible with the pattern of activity centers identified in the Pomona Tomorrow diagram, and discourage it in other locations.	**Consistent**: Please refer to the remarks at Policy 6A.P1 above.
6A.P2–Strategically identify locations for activity centers that maximize both neighborhood and vehicular accessibility and visibility.	**Consistent**: Please refer to the remarks at Policy 6A.P2 above.
6A.P3–Establish regulations that require development with retail uses to feature pedestrian oriented shopfronts located along the sidewalks of publicly accessible streets and pedestrian ways.	**Consistent**: The Project would implement walkways and pedestrian-oriented features along its public-accessible frontage.
6A.P9–Require large retail centers to incorporate smaller blocks with an internal grid of streets for both pedestrian and vehicular circulation.	**Consistent**: Please refer to the remarks at Policy 6A.P9 above.

Table 4.1-1
General Plan Goals and Policies Consistency

Policies	Applicability/Consistency
6A.P12–Use a variety of regulatory tools to encourage concentrations of neighborhood serving retail development where it is currently most successful, visible, and accessible (as identified in the Pomona Tomorrow diagram) and discourage it in other locations.	**Consistent**: Please refer to the remarks at Policy 6A.P12 above.
6A.P13–Seek to identify locations for new Neighborhood Center clusters that can serve neighborhoods that currently lack access to such facilities.	**Consistent**: Please refer to the remarks at Policy 6A.P13 above.
7A.P1–Update the Zoning and Subdivision Ordinances to be consistent with and implement the vision identified in the Pomona Tomorrow General Plan diagram	**Consistent**: Please refer to the remarks at Policy 7A.P1 above.
7A.P2–Continually monitor land use in the City to ensure a balanced inventory of sufficient land offering appropriate use designations.	**Consistent**: Please refer to the remarks at Policy 7A.P2 above.
7A.P3–Identify districts with the potential for new zoning regulations that allow a greater mix of adjacent, compatible uses.	**Consistent**: Please refer to the remarks at Policy 7A.P3 above.
7A.P4–Maintain minimum and maximum development intensities as stipulated in the Land Use & Density Component to ensure availability of land for future growth. Approval of developments at lower than stipulated densities should be accomplished by map amendments to the General Plan, not by providing exemptions from stipulated densities.	**Consistent**: Please refer to the remarks at Policy 7A.P4 above.
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.	**Consistent**: Please refer to the remarks at Policy 7B.P2 above.
7B.P3–Make Downtown the centerpiece of the economic development strategy. Focus on increasing housing and employment opportunities to generate activity increases throughout the Downtown area.	**Consistent**: Please refer to the remarks at Policy 7B.P3 above.
7B.P4–Guide new retail investment away from exclusively auto-oriented shopping and toward open-air, amenity driven formats that have both day-time and night-time activity and are clustered at major crossroads.	**Consistent**: Please refer to the remarks at Policy 7B.P4 above.

Table 4.1-1
General Plan Goals and Policies Consistency

Policies	Applicability/Consistency
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.	**Consistent**: Please refer to the remarks at Policy 7B.P12 above.
7B.P14–Plan capital improvements and prioritize infrastructure investments to ensure that funding resources are allocated to the City's most critical economic needs.	**Consistent**: Please refer to the remarks at Policy 7B.P14 above.
Goal: 6A.G3 Improve the physical quality and shopping experience of existing and new activity centers throughout the City.	
7B.P3–Make Downtown the centerpiece of the economic development strategy. Focus on increasing housing and employment opportunities to generate activity increases throughout the Downtown area.	**Consistent**: Please refer to the remarks at Policy 7B.P3 above.
REGIONAL CENTERS	
Goal: 6A.G5 Attract retail in categories that are currently lacking in Pomona and requiring City residents to patronize retail centers outside of the City. Provide this retail in unique formats not currently found in the regional market area.	
6A.P9–Require large retail centers to incorporate smaller blocks with an internal grid of streets for both pedestrian and vehicular circulation.	**Consistent**: Please refer to the remarks at Policy 6A.P9 above.
6A.P11–Require development to feature pedestrian oriented shopfronts with primary entrances oriented toward streets or pedestrian ways.	**Consistent**: Please refer to the remarks at Policy 6A.P11 above.
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.	**Consistent**: The Project proposes retail/commercial uses that would generate additional fees and tax revenues, and increase locally-available job opportunities, thereby strengthening 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.	**Consistent**: Please refer to remarks at Policy 7B.P2 above.
7B.P6-Identify ways to remove barriers to investment in projects that implement the vision of Pomona Tomorrow.	**Consistent**: The Project would implement Regional Activity Center retail/commercial uses envisioned under Pomona Tomorrow. The Project would not create or support barriers to investment in other projects that would implement the vision of Pomona Tomorrow.

Table 4.1-1
General Plan Goals and Policies Consistency

Policies	Applicability/Consistency
7B.P7-Streamline the development process by: • Providing clarified development standards that establish detailed regulatory intent and simplify development application preparation. • Simplifying the development review process for proposals that adhere to development standards and guidelines. • Producing a handbook of permit application procedures and fees for new and existing businesses.	**Consistent**: The Project development concepts are consistent with applicable City development standards and guidelines, acting to simplify the City's development review processes. Final Project designs would be subject to City review and approval processes. The Project would not interfere with or obstruct initiatives and efforts to streamline the City development process.
7B.P8-Actively promote the City's vision to businesses in target industries as well as potential developers of the desirable project types that can accommodate these businesses.	**Consistent**: The Project would implement retail/commercial uses consistent with the Pomona Tomorrow vision articulated in the General Plan. The implemented Project would promote the City as a viable location for similar projects.
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.	**Consistent**: Please refer to remarks at Policy 7B.P12 above.
7B.P15-Continue to use redevelopment as a financing and incentive tool in the revitalization of Downtown and other redevelopment areas of the City to: • Attract new businesses to these areas as well as retain and enhance existing businesses; • Promote private development of land and provision of public infrastructure, using tax increment financing and other financing incentives; and • Beautify the City via public infrastructure improvements.	**Consistent**: The State of California has formally dissolved Redevelopment Agencies. The Project would not interfere with or obstruct City efforts and actions promoting redevelopment of the Downtown area or other locations within the City.
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.	**Consistent**: The Project would implement retail/commercial uses consistent with the Pomona Tomorrow vision articulated in the General Plan. The implemented Project would promote the City as a viable location for similar projects.

Table 4.1-1
General Plan Goals and Policies Consistency

Policies	Applicability/Consistency
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.	**Consistent**: The Project would implement compatible retail/commercial uses within the existing SR-71/Rio Rancho Road Regional Activity Center. The Economic Impact Analysis prepared as part of this EIR (EIR Appendix B) substantiates that the Project would not negatively compete with the City Downtown area. The Project would implement infrastructure improvements identified in the Project Description, required pursuant to the EIR mitigation measures and as stipulated under the Project Conditions of Approval.
Goal: 6A.G6 Create new regional commercial centers on sites that have accessibility and visibility from major freeways and capitalize on planned roadway improvements to SR-71.	
6A.P9–Require large retail centers to incorporate smaller blocks with an internal grid of streets for both pedestrian and vehicular circulation.	**Consistent**: Please refer to remarks at Policy 6A.P9 above.
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.	**Consistent**: Please refer to remarks at Policy 7B.P1 above.
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.	**Consistent**: Please refer to remarks at Policy 7B.P2 above.
7B.P6-Identify ways to remove barriers to investment in projects that implement the vision of Pomona Tomorrow.	**Consistent**: Please refer to remarks at Policy 7B.P6 above.
7B.P7 Streamline the development process by: • Providing clarified development standards that establish detailed regulatory intent and simplify development application preparation. • Simplifying the development review process for proposals that adhere to development standards and guidelines. • Producing a handbook of permit application procedures and fees for new and existing businesses.	**Consistent**: Please refer to remarks at Policy 7B.P7 above.

Table 4.1-1
General Plan Goals and Policies Consistency

Policies	Applicability/Consistency
7B.P8-Actively promote the City's vision to businesses in target industries as well as potential developers of the desirable project types that can accommodate these businesses.	**Consistent**: Please refer to remarks at Policy 7B.P8 above.
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.	**Consistent**: Please refer to remarks at Policy 7B.P12 above.
7B.P15-Continue to use redevelopment as a financing and incentive tool in the revitalization of Downtown and other redevelopment areas of the City to: • Attract new businesses to these areas as well as retain and enhance existing businesses; • Promote private development of land and provision of public infrastructure, using tax increment financing and other financing incentives; and • Beautify the City via public infrastructure improvements.	**Consistent**: Please refer to remarks at Policy 7B.P15 above.
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.	**Consistent**: Please refer to remarks at Policy 7B.P22 above.
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.	**Consistent**: Please refer to remarks at Policy 7B.P24 above.

Sources: Goals and Policies from *City of Pomona General Plan Update;* remarks by Applied Planning, Inc.

4.1.5.3 City of Pomona Zoning Ordinance

Zoning is generally considered the primary tool for implementing a General Plan. In contrast to the long-term, broad-based outlook of the General Plan, zoning is a site-specific device designed to control the locations, densities, and intensities of various land uses. To prevent incompatible land use relationships, the zoning ordinance and accompanying map(s) designate different areas or zones for different types of land uses, and establish standards for development. These standards may specify requirements for lot sizes, lot coverages, building heights, setbacks, parking, landscaping, and other development parameters. The California Government Code section 65860 requires the City zoning designations to be consistent with the City General Plan.

City of Pomona Zoning Designation for the Project site is "SP-PR.RC" (Phillips Ranch Specific Plan/Regional Commercial). Development and operations proposed by the Project are allowed under the site's current Zoning designation. Further refinement of the zoning for the site is contained within The Phillips Ranch Specific Plan (Specific Plan), which establishes land use designations and development standards for all properties within the Specific Plan area boundaries.

The Project proposes "infill" uses to be located within the boundaries of the existing Pomona Ranch Plaza commercial center. Development of the Project would result in the transition of undeveloped vacant commercial properties to urban uses. The Project uses and proposed development intensity are consistent with the City's General Plan Place Type designation (Regional Activity Center) and Zoning (SP-PR.RC, or Phillips Ranch Specific Plan/Regional Commercial). It is further noted that development proposed under the Project is subject to, and would conform with requirements and performance standards articulated within the Pomona Ranch Plaza *Second Amendment to Amended and Restated Declaration of Covenants, Conditions and Restrictions and Reciprocal Easements* (June 26, 2012) (Plaza CC&Rs), EIR Appendix G. The Project commercial land uses, site plan concept, and building designs reflect, and/or can be feasibly implemented consistent with applicable Specific Plan land use requirements, design guidelines, and development standards as outlined above. Prior to issuance of building permits, the City would review the final Project site plan and facilities designs to ensure consistency with applicable commercial guidelines and requirements.

Summary

The Project proposes retail commercial land uses and development intensities that are consistent with the site's existing General Plan Place Type designation (Regional Activity Center) and Zoning designation ("SP-PR.RC" or Phillips Ranch Specific Plan/Regional Commercial). On this basis, the potential for the Project to 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 is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Physically divide an established community or result in land use incompatibilities; Result in adverse physical changes or impacts due to the Project's economic effects.***

Impact Analysis:

Land Use Compatibility

As noted previously in this Section, commercial uses proposed by the Project are allowed under the Project site's current General Plan Place Type designation. Further, uses proposed by the Project are consistent with the site's SP-PR.RC (Phillips Ranch Specific Plan/Regional Commercial) Zoning designation. As such, the Project does not require nor propose a change in General Plan or Zoning designations.

No established communities exist within the Project site, and the Project does not propose elements or aspects that would physically divide an established community. The Project proposes expansion and enhancement of the existing Walmart Store, and the Project Site Plan and design concepts would be compatible with and would complement the existing store; and moreover can be feasibly implemented pursuant to the requirements established under the Phillips Ranch Specific Plan. The Project uses and design would therefore not physically divide an established community or result in potential land use incompatibilities.

Urban Decay

CEQA specifically states that economic or social effects of a project shall not be treated as significant impacts on the environment. However, adverse physical changes that could indirectly result from economic or social effects of projects are within the scope of CEQA considerations. Although CEQA does not define what should be considered a significant adverse physical change due to economic forces, case law indicates that a project may have a significant impact if it results in a condition commonly referred to as urban decay.

The term "urban decay" refers to unsightly conditions and physical deterioration caused by the closure of retail businesses and resultant long-term vacancies. Specific indicators of urban decay include, but are not limited to, plywood-boarded doors, deferred maintenance, graffiti, illegally parked cars, and "long-term" unauthorized use of parking lots. A project may result in a significant urban decay impact if the project results in a diversion of sales from existing competitive retailers at such a magnitude that the project either independently, or in conjunction with other past, present, and reasonably foreseeable future projects, could substantively contribute to the downward spiral of retail store closures and long-term vacancies.

Project Study Background

A Project-specific urban decay analysis, entitled *Urban Decay Study for Pomona Walmart Expansion Project* (April 30, 2014), was prepared by The Natelson Dale Group. The Project Urban Decay Study was prepared to assess the Project's potential to result in urban decay as defined in the preceding paragraph. In addition to addressing the potential impacts of the proposed Project itself, the study also considers cumulative impacts, taking into account the impacts from other planned or proposed retail projects in the area. The Urban Decay Study is presented in its entirety at Draft EIR Appendix B.

As noted above, the purpose of the Project's Urban Decay Study is to determine whether the Project, when considered in connection with past, present and future probable competitive retail projects may result in a significant urban decay impact due to its secondary economic effects. As the Fifth District Court of Appeals indicated in *Bakersfield Citizens for Local Control v. City of Bakersfield, et al.*, an Economic Impact Report

for a large commercial/retail project must analyze the potential for the Project to result in cumulatively considerable urban decay impacts within the identified market area.

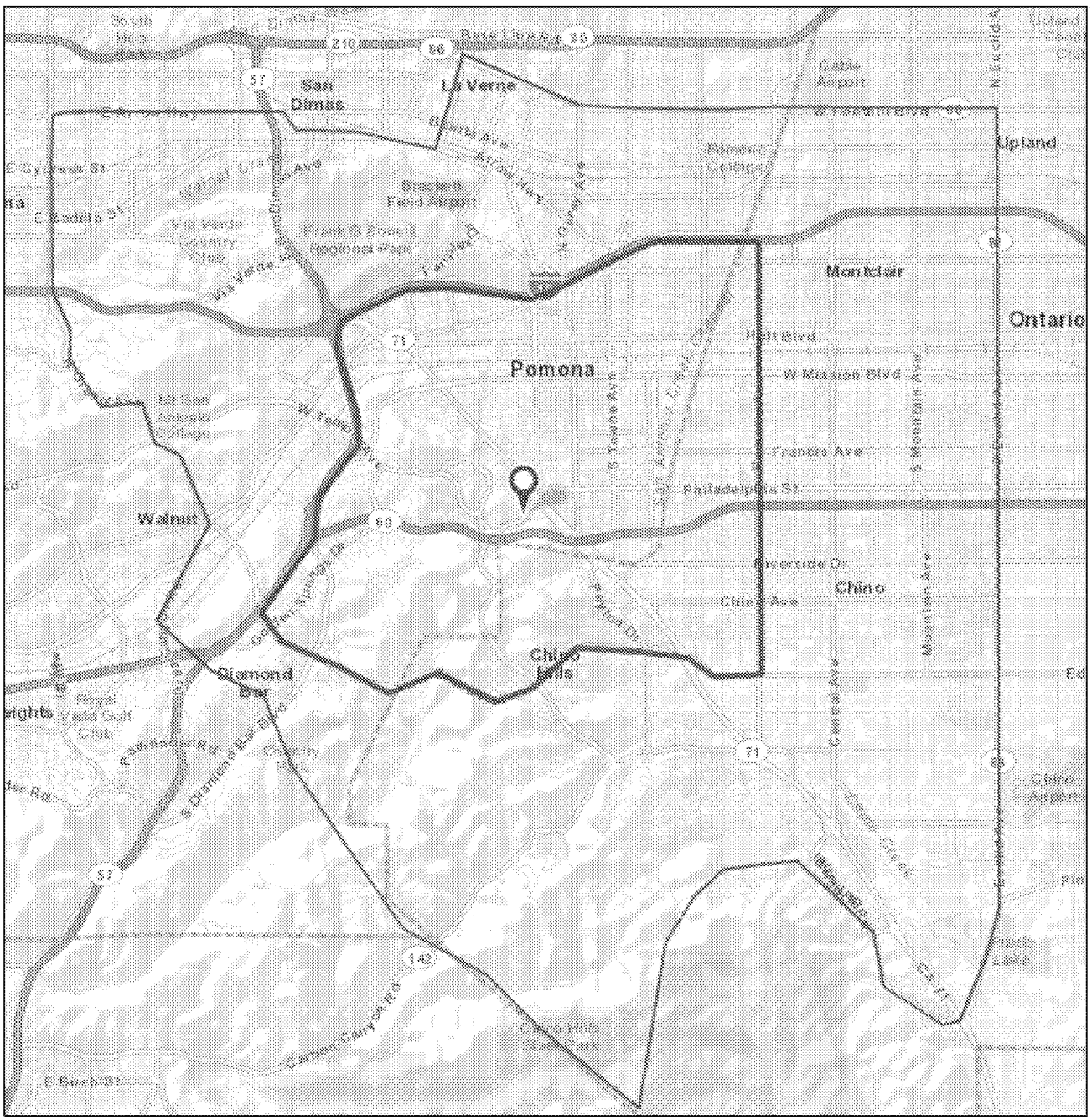
The Project Urban Decay Study provides quantified data to determine whether there will be sufficient consumer demand within the Project's market area to support the Project's sales of apparel, general merchandise, groceries, home furnishings and appliances, and "other" retail merchandise, without negatively impacting the long-term market performance of existing retailers and/or supermarkets in the trade area. The findings of the Project Urban Decay Study's cumulative analysis are discussed in greater detail in Draft EIR Section 5.1, "Cumulative Impact Analysis."

Market Area Boundaries

For the purposes of estimating the Project's effects on relevant categories of merchandise sales, the Project Urban Decay Study identifies the market area for the Project as the "Pomona Retail Trade Area," (PRTA). This area is shown in Figure 4.1-3, and includes the following sub-areas:

- The ***Primary Trade Area*** includes the southern portion of the City of Pomona, in addition to portions of the cities of Chino, Chino Hills, and Montclair. The polygon-shaped area extends to SR-57 to the west, I-10 to the north, Ramona Avenue to the east, and Grand Avenue to the south. These boundaries take into account natural traffic barriers (such as major highways and roads) and the location of existing competitive shopping centers.

- The ***Secondary Trade Area*** includes a larger polygon bounded by Euclid Avenue (SR-83) to the east, Foothill Boulevard (SR-66)/Arrow Highway to the north, Grand Avenue to the west, and Butterfield Ranch Road (SR-142) to the south. Similar to the primary trade area, the boundaries of this area take into account natural traffic barriers (such as major highways and roads) and the location of existing competitive shopping centers.



Source: The Natelson Dale Group, Inc.

Figure 4.1-3
Pomona Retail Trade Area

"Big box" retail facilities like those of the proposed Project generally fall within the definition of a community shopping center (i.e., larger than typical neighborhood shopping centers, but smaller than regional or super-regional shopping malls). The Project Urban Decay Study indicates that a community shopping center would typically have a three- to six- mile radius as a trade area. However, to remain analytically conservative, a smaller trade area was utilized so as not to potentially overestimate market demand for the proposed Project. In this respect, the Primary Trade Area was customized using a three-mile radius as a starting point, while the Secondary Trade Area boundaries were customized based on a six-mile radius reference area.

PRTA Retail Demand Summary

This summary considers the total resident "purchasing power" of the PRTA, and uses this projection of total demand as the basis for determining the extent to which the proposed Project could be supported in the market area without negatively impacting existing businesses. The Project Urban Decay Study examined anticipated population growth along with historic per capita income levels of residents within the PRTA. Although it is acknowledged that the portion of total income spent on retail purchases varies by the income level of the individual household and also varies depending on the strength of the overall economy, this data was used to calculate the average amount of spending (total retail sales) as a percentage of aggregate personal income that occurred in the region between 2000 and 2011. The historic data used clearly show the effects of a strong economy in 2005 and 2006, and the severe recession beginning in 2008.

In order to provide a conservative analysis, the Urban Decay Study presumes that the retail expenditure ratio within the PRTA will remain at the twelve-year average level of 33.7 percent within the primary trade area; and 33.4 percent within the secondary trade area. Increased demand is thus due to anticipated increases in area population. Additional detail and methodology information is included in Draft EIR Appendix B. Extended total retail demand forecasts through year 2026 are shown in the following Table 4.1-2.

Table 4.1-2

Income and Retail Demand for the Pomona Retail Trade Area

Market Area	2014	2016	2018	2020	2022	2024	2026
Primary Trade Area	$5,819,544	$5,873,614	$5,931,215	$6,036,051	$6,133,020	$6,231,550	$6,331,641
Secondary Trade Area	$13,311,730	$13,485,884	$13,662,283	$13,906,563	$13,981,759	$14,057,342	$14,133,351
Total Income	**$19,128,274**	**$19,359,498**	**$19,593,498**	**$19,942,615**	**$20,114,779**	**$20,288,892**	**$20,464,992**
Primary Trade Area	$1,961,649	$1,980,896	$2,000,322	$2,035,678	$2,068,382	$2,101,611	$2,135,367
Secondary Trade Area	$4,451,272	$4,509,506	$4,568,492	$4,650,176	$4,675,321	$4,700,595	$4,726,011
Total Retail Demand[1]	**$6,412,921**	**$6,490,402**	**$6,568,814**	**$6,685,855**	**$6,743,702**	**$6,802,206**	**$6,861,378**

Source: *Urban Decay Study for Pomona Walmart Expansion Project* (The Natelson Dale Group, Inc.), April 30, 2014.

Notes:

[1] Total retail demand is calculated by applying the percent of income spent on retail goods by estimated income. Please refer to Draft EIR Appendix B, Sections III and IV, for additional detail and methodology information.

The Project Urban Decay Study uses generalized Board of Equalization sales categories to quantify its estimates of all retail sales that occur within the PRTA, as seen in the following Table 4.1-3, "Distribution and Capture of PRTA Sales by Category." The sales category that is most relevant to the anticipated sales of the Pomona Ranch Plaza Walmart Expansion Project is the "Food and Beverage (Grocery)" category. The Project Urban Decay Study has adjusted spending within this category to account for the grocery sales of supercenters in the PRTA, noting that:

> Technically, the entire sales of a Walmart Supercenter or Target store with a fresh grocery component are classified as General Merchandise sales for sales tax reporting purposes. Thus, the 'unadjusted' distribution would include Supercenter-type (i.e. Target or Walmart) grocery sales in the General Merchandise category. Without adjustments, the distribution percentages for the General Merchandise and Food and Beverage (Grocery) categories would be 11.0 percent and 18.0 percent, respectively.

The Project Urban Decay Study has factored grocery sales out of the General Merchandise Category, and included them within the Food and Beverage category. As seen in Table 4.1-3, these adjustments account for a distribution of just 10 percent in the

General Merchandise category, and 19 percent in the Food and Beverage (Grocery) category.

Primary Trade Area "Capture Rates"

The portion of sales from trade area residents that take place within the trade area is referred to as the area's "capture rate." The capture rates of resident demand are projected to be relatively high within the Project's Primary Trade Area due to the tendency of residents to shop relatively close to their homes, especially for convenience goods. Generally, it is reasonable to expect that residents will make the vast majority of their retail purchases locally, provided that a competitive mix of retail stores reflective of consumer needs is available.

Table 4.1-3
Distribution and Capture of PRTA Sales by Category

Retail Category	Distribution (%)	Capture Rate (%)
Shopper Goods:		
Clothing and Clothing Accessories	8.0	80.0
General Merchandise	10.0[1]	80.0
Home Furnishings and Appliances	6.0	80.0
Specialty/Other	11.0	80.0
Subtotal	*35.0*	--
Convenience Goods		
Food and Beverage (Grocery)	19.0[1]	100.0
Food Service and Drinking (Restaurants)	15.0	90.0
Subtotal	*34.0*	--
Heavy Commercial Goods		
Building Material, Garden Equipment and Supplies	6.0	95.0
Motor Vehicle and Parts Dealers	12.0	80.0
Gasoline Station	13.0	80.0
Subtotal	*31.0*	--
TOTAL	***100.0***	**--**

Source: *Urban Decay Study for Pomona Walmart Expansion Project* (The Natelson Dale Group, Inc.), April 30, 2014.
Notes: [1] Adjusted to account for Supercenter grocery sales.

As seen in Table 4.1-3, the Primary Trade Area is projected to potentially capture all of its residents' demand in the Food and Beverage (Grocery) category, because of the strong propensity of consumers to purchase groceries as close as possible to their residences.

Potential Grocery Sales Impacts within the Primary Trade Area

Although the Project Urban Decay Study presents forecasts of total retail demand for all sales categories, the analysis of this EIR is focused on the Project's potential to impact existing stores within the Primary Trade Area. It is acknowledged that a small portion of the expansion area may be used for non-grocery sales and/or storage uses. However, any marginal increase in non-grocery sales associated with the proposed expansion would be supported by existing and future demand, and would not increase the Project's potential to result in urban decay impacts.

Because the expansion involves the addition of a grocery sales component to the existing Walmart store, the following discussion is directed at impacts that would affect supermarkets within the Primary Trade Area. Grocery stores with a minimum of 10,000 square feet of building space are considered 'supermarkets,' and the Urban Decay Study notes that non-traditional food markets, such as convenience stores, ethnic or specialty markets, and smaller neighborhood grocery stores (which are typically less than 10,000 square feet in size) do not tend to compete with traditional supermarkets, and are therefore unlikely to experience lost sales as a result of the Project. The Project Urban Decay Study has identified 18 existing supermarkets totaling approximately 698,856 square feet within the Primary Trade Area, as listed in Table 4.1-4.

Table 4.1-4
Existing Supermarkets within Primary Trade Area[1]

	Description	Area	Distance to Project
1	Winco, 90 Rio Rancho Road, Pomona	110,891 sq. ft.	0.1 miles
2	Target, 701 Rio Rancho Road, Pomona	15,000 sq. ft.	0.6 miles
3	Food 4 Less, 2090 S. Garey Avenue, Pomona	82,599 sq. ft	0.8 miles
4	Cardenas Market, 2001 S. Garey Avenue, Pomona	72,800 sq. ft.	0.9 miles

Table 4.1-4
Existing Supermarkets within Primary Trade Area[1]

	Description	Area	Distance to Project
5	Cardenas Market, 1645 W. Holt Avenue, Pomona	33,616 sq. ft.	2.5 miles
6	Stater Bros., 1045 N. Garey Avenue, Pomona	29,456 sq. ft.	2.8 miles
7	Super King, 436 Auto Center Drive, Claremont	46,978 sq. ft.	4.4 miles
8	Jimenez Ranch Market, 1670 Indian Hill Boulevard, Pomona	17,680 sq. ft.	4.1 miles
9	Cardenas Market, 10455 Mills Avenue, Montclair	17,400 sq. ft.	3.6 miles
10	El Super, 1575 E. Holt Avenue, Pomona	49,770 sq. ft.	3.4 miles
11	Cardenas Market, 690 E. Holt Avenue, Pomona	31,850 sq. ft.	2.8 miles
12	Hoa Binh Pomona, 1093 E. Holt Avenue, Pomona	19,675 sq. ft.	3.1 miles
13	Brothers Market, 1025 E. Mission Boulevard, Pomona	12,557 sq. ft.	2.4 miles
14	Food 4 Less, 4024 Grand Avenue, Chino	54,884 sq. ft.	3.3 miles
15	Target, 3944 Grand Avenue, Chino	15,000 sq. ft.	3.2 miles
16	Sprouts, 3630 Grand Avenue, Chino Hills	21,000 sq. ft.	2.6 miles
17	99 Ranch Market, 2959 Chino Avenue, Chino Hills	36,300 sq. ft.	1.6 miles
18	Vons, 240 S. Diamond Bar Boulevard, Diamond Bar	31,400 sq. ft.	2.8 miles
		698,856 sq. ft.	--

Source: *Urban Decay Study for Pomona Walmart Expansion Project* (The Natelson Dale Group, Inc.), April 30, 2014.
Notes: [1] Based on data from the Los Angeles County Assessor and Shopping Center Site Plans.

A forecast of total demand in the Food and Beverage (Groceries) 2014 to 2026, based on anticipated increases in population within the Study Area, is summarized in Table 4.1-5. The share of food demand that would be captured by supermarkets in the Primary Trade Area is also reflected. The Urban Decay Study estimates that the 18 existing supermarkets in the Primary Trade Area (listed above) capture approximately 75 percent of the demand for grocery sales. The remaining 25 percent is captured by smaller convenience and specialty markets. Table 4.1-5 also provides an estimate of the supermarkets' average sales volumes, in terms of sales per square foot, by dividing the estimate of supermarket demand (in dollars) by the area (in square feet) of existing supermarket space. Projections of future average sales volumes exclude the demand that would be absorbed by the proposed grocery component of the expanded Walmart store.

Table 4.1-5

Potential Capture of Sales within the Pomona Retail Trade Area by Category[1]

Retail Category	2014	2016	2018	2020	2022	2024	2026
Total Food Sales Demand	$393,857	$397,790	$401,762	$408,867	$415,200	$421,634	$428,168
Supermarket Share (at 75 percent)	$295,393	$298,343	$301,321	$306,650	$311,400	$316,225	$321,126
Existing Supermarket area (sq. ft.)	698,856	698,856	698,856	698,856	698,856	698,856	698,856
Project Expansion area (sq. ft.)		50,424	50,424	50,424	50,424	50,424	50,424
Existing + Planned Grocery area (sq. ft.)	698,856	749,280	749,280	749,280	749,280	749,280	749,280
Net Sales per Square Foot (Existing Supermarkets)	*$423*	*$398*	*$402*	*$409*	*$416*	*$422*	*$429*

Source: *Urban Decay Study for Pomona Walmart Expansion Project* (The Natelson Dale Group, Inc.), April 30, 2014.

As seen in Table 4.1-5, in 2014, sufficient demand is anticipated to support average supermarket sales volumes in the Primary Trade Area of $423 per square foot at all 18 existing supermarkets. In comparison, the industry median sales volume for supermarkets is $473 per square foot nationally, and $418 per square foot in the western United States.[1] Thus, on average, existing supermarkets in the Primary Trade Area have the potential to generate sales volumes which are below the national median, but slightly above the western regional median.

With implementation of the proposed Project beginning in 2016, potential average sales volumes at existing supermarkets are anticipated initially to decrease by approximately 5.8 percent, from the current level of $423 per square foot to approximately $398 per square foot. Although this represents a reduction in the potential sales volume per square foot for existing stores, the Urban Decay Study concludes that this reduction would not be substantial enough to cause the closure of any of the trade area's existing supermarkets. The previously-cited national and western median regional sales per square foot figures of $473 and $418, respectively, do not necessarily reflect break-even thresholds for all supermarkets. Since these amounts represent the median sales figures, by definition half of all supermarkets are operating below these levels, and some supermarkets operate at substantially lower sales levels than the median.

[1] Source: *Dollars & Cents of Shopping Centers,* Urban Land Institute, 2008.

Specifically, in 2011, Trade Dimensions International, Inc. (a market research firm of the Nielson Company) collected data from more than 3,200 stores, including sales estimates for 51 supermarket chains operating in California, along with aggregate sales estimates for independent supermarkets. According to this database, average sales per square foot by chain range from $220 to $809 per square foot. For all chains combined, the median sales per square foot figure was $385, while the average sales per square foot figure for all chains was $407, with a standard deviation of $128 per square foot. Thus, there is significant variability in sales volumes at individual supermarkets, and evidence indicating that a number of stores and chains are operating at well below the $418 western regional threshold previously identified in this analysis.

Additionally, it is noted that although the Project Urban Decay Study has classified all grocery stores over 10,000 square feet as supermarkets (in order to avoid underestimating competitive impacts), some of the trade area supermarkets will serve different market segments than the proposed Walmart expansion's general purpose grocery component. For examples, some of the stores are relatively smaller, convenience-oriented grocers (e.g., Brothers Market, Sprouts), while others target specific Asian or Hispanic ethnic groups (e.g., 99 Ranch Market, Hoa Binh, Cardenas, El Super, and Jimenez Ranch Market). These specific markets would potentially be less vulnerable to competitive impacts than other general purpose supermarkets.

Potential for Urban Decay

Before considering how the proposed Project might affect the Primary Trade Area and environs, it is useful to focus on what constitutes the environmental impact known as urban decay. The leading court case on the subject, *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184 described the phenomenon as "a chain reaction of store closures and long-term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake." The court also discussed prior case law that addressed the potential for large retail projects to cause "physical deterioration of [a] downtown area" or "a general deterioration of [a] downtown area."

While urban decay does not automatically occur as a result of other businesses being closed, it is acknowledged that store closures can lead to conditions of urban decay. For the purpose of this analysis, urban decay is defined as physical deterioration due to store closures and long-term vacancies in existing shopping centers that is so prevalent and substantial that it impairs the health, safety, and welfare of the surrounding community. Physical deterioration includes, but is not limited to, abandoned buildings and commercial sites in disrepair, boarded doors and windows, long-term unauthorized use of properties and parking lots, extensive gang or offensive graffiti painted on buildings, dumping of refuse or overturned dumpsters on properties, dead trees or shrubbery, extensive litter, uncontrolled weed growth, and homeless encampments.

Overview of Existing Retail Market in Trade Area

As detailed in the Project's Urban Decay Study, the total inventory of retail space in the primary trade area is estimated at approximately 5.83 million square feet. The inventory of existing retailers provides no indication of current urban decay in the primary trade area. The overall retail vacancy in the primary trade area is estimated at 14.2 percent. While the overall vacancy rate is above the range (five to ten percent) generally considered to be reflective of a healthy retail market, it should be noted that two single-use buildings and one shopping center account for a significant share of the overall vacancy rate, as described in the following bullet points.

- A former Great Indoors store located at 13000 Peyton Drive in Chino Hills closed in March 2009. The relatively large size of the store (133,000 square feet) and its unique building configuration (the store sold upscale home hardware, furniture and decorations for home remodeling projects in a large warehouse-type setting) have likely precluded its re-tenanting during this recessionary period. However, the building and its location are fundamentally viable for retail reuse when there is sufficient demand.

- A former 45,000-square-foot movie theater located at 3750 Grand Avenue in Chino closed in May 2010. Given that movie theaters are built with very theater-specific construction features – such as steeply sloped concrete floors and

screening rooms separated by solid masonry block walls with sound attenuation barriers – it would be difficult if not impossible, to reuse the theater for some alternative retail use. Thus, a case could be made that this vacant building should not be counted as part of the effective retail inventory. Excluding this building from the retail inventory would result in an adjusted vacancy rate of 13.5 percent.

- There is an existing 221,000-square-foot shopping center located between South Garey Avenue and South Towne Avenue, fronting the State Route 60 (SR-60), that is currently anchored by a Home Depot store. However, this center has been on a downward trend over the last six years, with the closing of Toys R Us and Circuit City stores in late 2008 and December 2009, respectively, and the recent (November 2013) closing of Office Max. The closure of these three stores, which were the result of their chains' respective bankruptcies or mergers, has left nearly 112,000 square feet of vacant retail area that still remains vacant. It should also be noted that this center suffers from significant physical design/site configuration issues, including poor access from SR-60 and SR-71, which limit its potential for retail reuse. These are pre-existing issues that exist with or without the proposed Project.

Given the above issues, excluding these buildings and shopping center would result in an "adjusted" vacancy rate of approximately 9.9 percent. Although this "adjusted" vacancy rate would still be at the high end of the "normal" range indicated above, many communities are currently experiencing comparable retail vacancy rates as a result of the recent recession and tepid economic recovery.

Downtown Pomona Overview

Downtown Pomona is located in the north central portion of the primary trade area, with the boundaries (for the purposes of the Project Urban Decay Study) identified as 1st Street to the north, Mission Boulevard to the south, Towne Avenue to the East, and Rebecca Street to the West. The downtown is generally characterized as a historic mixed-use district that provides a shopping environment and mix of tenants including art studios, antique stores, and independent restaurants, along with educational and

cultural institutions. The downtown area is distinct from "big box" and other regional-scale shopping facilities.

The downtown's current retail vacancy rate is approximately 13.6 percent. The downtown has been a long-term area of focus for the City of Pomona, with City and private sector investments and revitalization efforts extending back at least four decades. In the late 1970s, the Western University of Health Sciences, artists, and antique stores started to refurbish old and somewhat neglected buildings. In 1994, the City officially formed the Arts Colony as the downtown became identified as a major educational and cultural district. Due to the recession, vacancy rates have increased, but there is no evidence of urban decay in the downtown. With an active Property Business Improvement District (administered by the Downtown Pomona Owners Association) focused on fostering an economically vibrant downtown, the area is well-positioned for continued revitalization once the general economy improves.

Urban Decay Determination

As supported by the Project Urban Decay Study, urban decay is unlikely at any of the potentially competitive existing shopping centers or stores within the trade area. Even if, as described in the preceding overview, one or more anchor tenants close due to increased economic pressures, no center or area is anticipated to deteriorate to the point that significant urban decay impacts result from the Project.

The Project Urban Decay Study's conclusion regarding the potential for urban decay is based on consideration of current market conditions, including the effects of the recession, which are independent of the Project; findings regarding diverted sales related to the Project and cumulative retail developments (discussed in Draft EIR Section 5.1, Cumulative Impact Analysis); and the re-tenanting potential of the existing retail base, as summarized in the preceding paragraphs.

The Project Urban Decay Study's findings conclude that while some existing stores may experience negative impacts following the addition of the Project (and other cumulative retail projects), any store closures that may occur are well-positioned to be re-tenanted or redeveloped within a reasonable timeframe. As supported by the preceding

discussions, the Project's potential to result in adverse physical change (urban decay) is determined to be less-than-significant. Please refer also to Draft EIR Section 5.1, "Cumulative Impact Analysis."

Summary

As supported by the preceding discussion, the Project's potential to divide an established community by introducing urban decay is considered less-than-significant. No established communities or other physical arrangements would be divided or otherwise adversely physically altered by the Project's proposed land uses, design features, or operations. As discussed previously within this Section, the Project proposes commercial land uses consistent with the City's existing General Plan and Zoning designations. On this basis, the potential for the Project to result in or cause the physical division of an established community is considered less-than-significant.

Level of Significance: Less-Than-Significant.

4.2 TRAFFIC AND CIRCULATION

4.2 TRAFFIC AND CIRCULATION

Abstract

This Section addresses the Pomona Ranch Plaza Walmart Expansion Project's potential to increase traffic and congestion on roadways within the Traffic Impact Analysis Study Area (Study Area). Potential impacts are addressed for Existing (2013) conditions, Opening Year (2016) conditions, and Horizon Year (2035) conditions. Site access and on-site circulation considerations and recommendations are also presented. More specifically, this Section of the EIR examines whether the Project could:

- *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;*

- *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;*

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

- *Result in inadequate vehicular access and internal circulation.*

Potentially significant impacts (deficiencies) under each of the considered analysis scenarios (Existing-2013, Opening Year-2016, and Horizon Year-2035) are summarized below. Categories of facilities or operations analyzed include: Intersection Operations, Roadway Segment Operations, Freeway Off-Ramp Queuing, Freeway Segment Operations, and Freeway Ramp Junction (Merge/Diverge) Operations.

EXISTING (2013) CONDITIONS

Intersection Deficiencies/Traffic Signal Warrants

Although not considered deficient, the existing configuration of east/west left turns at the intersection of Rio Rancho Road at Lone Ridge Road are in conflict and therefore considered potentially significant. However, as detailed at Section 4.2.7, with the implementation of Mitigation Measure 4.2.3, the impact can be reduced to a less-than-significant level.

Roadway Segment Deficiencies

None

Freeway Ramp Queuing Deficiencies

Existing traffic conditions currently exceed applicable Caltrans performance standards at SR-71 Northbound Ramps at Rio Rancho Road. The Project would contribute additional traffic to this pre-existing deficiency. All freeway facilities within the study area are under Caltrans jurisdiction. Neither the Lead Agency nor the Applicant can autonomously construct improvements within areas or locations under Caltrans jurisdiction. Since no feasible mitigation exists, Project traffic contributions to impacts at SR-71/Rio Rancho Road are therefore recognized as cumulatively considerable.

Freeway Segment Deficiencies

None

Freeway Merge/Diverge Deficiencies

None

OPENING YEAR (2016) CONDITIONS

Intersection Deficiencies/Traffic Signal Warrants

Under Opening Year With-Project conditions, Project traffic in combination with traffic generated by ambient growth and other known or probable related projects will contribute to existing LOS deficiencies at the intersection of Garey Avenue and Rio Rancho Road/Philadelphia Street. However, as detailed at Section 4.2.7, with the implementation of Mitigation Measure 4.2.1, the impact can be reduced to a less-than-significant level.

Roadway Segment Deficiencies

None

Freeway Ramp Queuing Deficiencies

The addition of Project traffic to calculated Opening Year freeway ramp queues would exceed applicable Caltrans performance standards at the following locations: SR-60 Eastbound Ramps at Phillips Ranch Road; SR-71 Southbound Ramps at Rio Rancho Road; and SR-71 Northbound Ramps at Rio Rancho Road. No feasible mitigation exists for Project impacts to Caltrans facilities. Project traffic contributions to impacts at these locations are therefore recognized as cumulatively considerable.

Freeway Segment Deficiencies

None

Freeway Merge/Diverge Deficiencies

None

HORIZON YEAR (2035) CONDITIONS

Intersection Deficiencies/Traffic Signal Warrants

Under Horizon Year With-Project conditions, Project traffic in combination with traffic generated by ambient growth and other known or probable related projects will cause or contribute to intersection LOS deficiencies at two intersections: Phillips Ranch Road at Village Loop Road; and Garey Avenue at Rio Rancho Road/Philadelphia Street. However, as detailed at Section 4.2.7, with the implementation of Mitigation Measure 4.2.2, these impacts can be reduced to a less-than-significant level.

Roadway Segment Deficiencies

None

Freeway Ramp Queuing Deficiencies

Even with full improvement of the SR-71 corridor, certain freeway ramp queuing deficiencies are projected to occur at the SR-71 Northbound and Southbound Ramps at Rio Rancho Road. Additional ramp deficiencies would continue during the morning peak hour period at the SR-60 Eastbound Ramps at Phillips Ranch Road. No feasible mitigation exists for Project impacts to these Caltrans facilities. Project traffic contributions to impacts at these locations are therefore recognized as cumulatively considerable.

Freeway Segment Deficiencies

None

Freeway Merge/Diverge Deficiencies

None

4.2.1 INTRODUCTION

The detailed evaluation of potential Project-related traffic and circulation impacts is documented in the *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014 (Project TIA). The TIA and supporting data are presented at EIR Appendix C. The traffic issues related to the Project have been evaluated within the TIA in the context of the California Environmental Quality Act (CEQA) and as directed by the City of Pomona, the Lead Agency responsible for preparation of the traffic impact analysis.

4.2.2 STUDY AREA ANALYSIS LOCATIONS AND METHODOLOGIES

4.2.2.1 Overview

The Scope of Work and Methodology for the Project TIA was developed based on discussions with the City of Pomona, as well as a review of the City's guidelines for the preparation of traffic impact studies. Analyses for Caltrans facilities have been performed in accordance with the Caltrans Guide for the Preparation of Traffic Impact Studies.

The Expansion Project is expected to be occupied by 2016. Pursuant to the TIA Scope of Work and City requirements, analyses of traffic conditions are presented for Existing Conditions (2013), Project Opening Year Conditions (2016), and Horizon Year (2035) conditions.

Discussions were held with the City of Pomona and the Project Applicant to obtain a comprehensive understanding of the Project and determine the scope of the Study Area, and to define the level-of-service (LOS) analysis methodology and the determination of traffic impact significance. Approved or planned projects ("related" projects) which would be considered as part of the cumulative development setting were also identified.

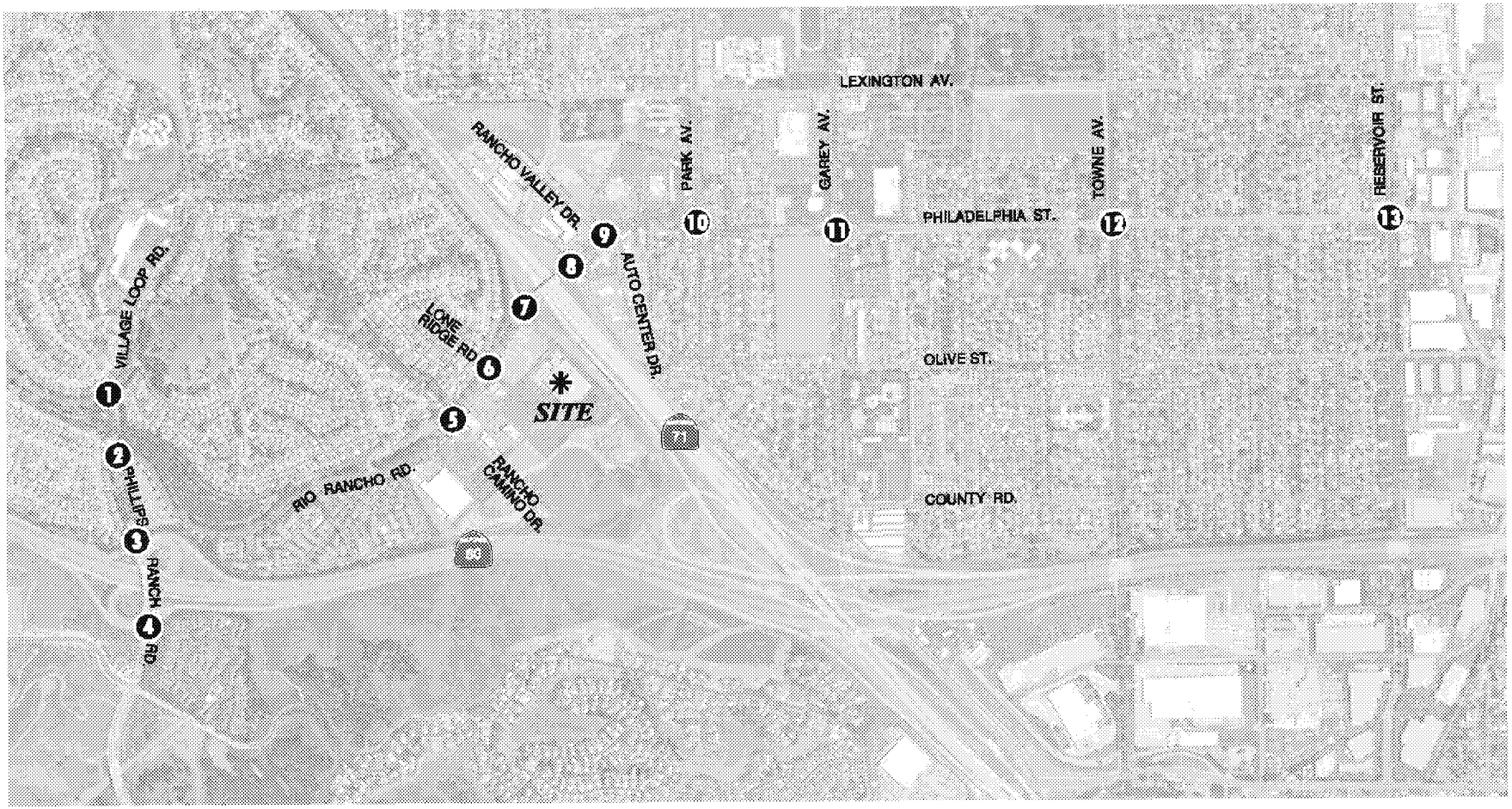
4.2.2.2 Study Area Intersections

A total of 13 existing Study Area intersections were selected for evaluation based on the City's TIA preparation guidelines (dated February 2012), which require the study of any intersection of "collector" or higher classification streets at which the Project would add 50 or more peak-hour Project trips. This definition is consistent with the methodology employed by other jurisdictions throughout southern California, and generally represents the minimum number of trips at which a typical intersection would have the potential to be substantively impacted by a given development proposal. Study Area intersections are listed at Table 4.2-1, and the locations of Study Area intersections are seen in Figure 4.2-1.

Table 4.2-1
Study Area Intersections

ID	Description	Jurisdiction
1	Phillips Ranch Road at Village Loop Road	Pomona
2	Phillips Ranch Road at Rio Rancho Road	Pomona
3	Phillips Ranch Road at SR-60 Westbound Ramps	Caltrans
4	Phillips Ranch Road at SR-60 Eastbound Ramps	Caltrans
5	Rancho Camino Drive at Rio Rancho Road	Pomona
6	Lone Ridge Road at Rio Rancho Road	Pomona
7	SR-71 Southbound Ramps at Rio Rancho Road	Caltrans
8	SR-71 Northbound Ramps at Rio Rancho Road	Caltrans
9	Auto Center Drive/Rancho Valley Drive at Rio Rancho Road	Pomona
10	Park Avenue at Rio Rancho Road	Pomona
11	Garey Avenue at Rio Rancho Road/Philadelphia Street	Pomona
12	Towne Avenue at Philadelphia Street	Pomona
13	Reservoir Street at Philadelphia Street	Pomona

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.



Source: Urban Crossroads

appliedplanning inc

Figure 4.2-1
Study Area

4.2.2.3 Study Area Roadway Segments

The roadway segment Study Area utilized for this analysis is based on a review of the key roadway segments on which the Project is anticipated to contribute 50 or more peak hour trips. The Study Area includes a total of 30 existing roadway segments. Study Area roadway segments are listed at Table 4.2-2, and the location/orientation of Study Area roadway segments can be seen in the previous Figure 4.2-1. All Study Area roadway segments are under City jurisdiction.

Table 4.2-2
Study Area Roadway Segments

Roadway	Description
Village Loop Road	West of Phillips Ranch Road
	East of Phillips Ranch Road
Phillips Ranch Road	Village Loop Road to Rio Rancho Road
	Rio Rancho Road to SR-60 Westbound Ramps
	SR-60 WB Ramps to SR-60 Eastbound Ramps
	South of SR-60 Eastbound Ramps
Rio Rancho Road/ Philadelphia Street	East of Phillips Ranch Road
	West of Rancho Camino Drive
	Rancho Camino Drive to Lone Ridge Road
	Lone Ridge Road to SR-71 Southbound Ramps
	SR-71 Southbound Ramps to SR-71 Northbound Ramps
	SR-71 Northbound Ramps to Auto Center Drive
	East of Auto Center Drive
	West of Park Avenue
	East of Park Avenue
	West of Garey Avenue
	East of Garey Avenue

Table 4.2-2
Study Area Roadway Segments

Roadway	Description
Philadelphia Street	West of Towne Avenue
	East of Towne Avenue
	West of Reservoir Street
	East of Reservoir Street
Rancho Valley Drive	North of Rio Rancho Road
Park Avenue	North of Rio Rancho Road
	South of Rio Rancho Road
Garey Avenue	North of Rio Rancho Road/Philadelphia Street
	South of Rio Rancho Road/Philadelphia Street
Towne Avenue	North of Philadelphia Street
	South of Philadelphia Street
Reservoir Street	North of Philadelphia Street
	South of Philadelphia Street

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.

4.2.2.4 Freeway Mainline Segments

Consistent with Caltrans traffic study guidelines, a TIA freeway mainline analysis should include those freeway segments where a project would contribute 50 or more two-way peak hour trips. The Project TIA notes that the Project is anticipated to add fewer than 50 two-way peak hour trips to the State Highway System at either SR-71 at Rio Rancho Road, or SR-60 at Phillips Ranch Road. Notwithstanding, to ensure that all potentially significant impacts have been identified and addressed, focused analysis of freeway mainline and freeway merge/diverge ramp junctions at these locations were conducted for Existing and Opening Year Without Project conditions. Based on that analysis, it was determined that further analysis under Opening Year With Project or Horizon Year conditions was not required.

Freeway mainline analysis locations include four (4) SR-60 mainline segments for both Eastbound and Westbound directions of flow, and four (4) SR-71 mainline segments for both Northbound and Southbound directions of flow, as identified in Table 4.2-3. The location/orientation of Study Area freeway mainline segments are depicted in previous Figure 4.2-1. All Study Area freeway mainline segments are under Caltrans jurisdiction.

Table 4.2-3
Study Area Freeway Mainline Segments

ID	Description
1	SR-60 Freeway Westbound, West of Phillips Ranch Road
2	SR-60 Freeway Westbound, East of Phillips Ranch Road
3	SR-60 Freeway Eastbound, West of Phillips Ranch Road
4	SR-60 Freeway Eastbound, East of Phillips Ranch Road
5	SR-71 Freeway Southbound, North of Rio Rancho Road
6	SR-71 Freeway Southbound, South of Rio Rancho Road
7	SR-71 Freeway Northbound, North of Rio Rancho Road
8	SR-71 Freeway Northbound, South of Rio Rancho Road

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.

4.2.2.5 Freeway Merge/Diverge Ramp Junctions

The TIA freeway merge/diverge ramp junction analysis includes six (6) SR-60 ramp junctions for both the Eastbound and Westbound directions of flow, and eight (8) SR-71 ramp junctions for both the Northbound and Southbound directions of flow. Study Area freeway merge/diverge ramp junctions are listed at Table 4.2-4. All Study Area freeway merge/diverge ramp junctions are under Caltrans jurisdiction.

Table 4.2-4
Study Area Freeway Merge/Diverge Ramp Junctions

ID	Description
1	SR-60 Westbound, Slip On-Ramp at Phillips Ranch Road (Merge)
2	SR-60 Westbound, Loop On-Ramp at Phillips Ranch Road (Merge)[1] - Downstream
3	SR-60 Westbound, Loop On-Ramp at Phillips Ranch Road (Merge) - Upstream
4	SR-60 Westbound, Off-Ramp at Phillips Ranch Road (Diverge)
5	SR-60 Eastbound, Off-Ramp at Phillips Ranch Road (Diverge)
6	SR-60 Eastbound, Loop On-Ramp at Phillips Ranch Road (Merge) - Upstream
7	SR-60 Eastbound, Loop On-Ramp at Phillips Ranch Road (Merge) - Downstream
8	SR-60 Eastbound, Slip On-Ramp at Phillips Ranch Road (Merge)
9	SR-71 Southbound, Off-Ramp at Rio Rancho Road (Diverge)
10	SR-71 Southbound, Off-Ramp to SR-60 Freeway Eastbound (Diverge)
11	SR-71 Southbound, On-Ramp at Rio Rancho Road (Merge)
12	SR-71 Northbound, On-Ramp at Rio Rancho Road (Merge)
13	SR-71 Northbound, On-Ramp from SR-60 Westbound (Merge)
14	SR-71 Northbound, Off-Ramp at Rio Rancho Road (Diverge)

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.
Note:
[1] Analysis performed twice with respect to the upstream and downstream ramp junctions.

4.2.2.6 Los Angeles County CMP Facilities

The Project study area includes the following Los Angeles County Congestion Management Program (CMP) intersections and freeway segments. No CMP roadway segments are located within the study area.

Table 4.2-5
CMP Intersections

ID	Description	Jurisdiction
3	Phillips Ranch Road/SR-60 Westbound Ramps	Caltrans
4	Phillips Ranch Road/SR-60 Eastbound Ramps	Caltrans
7	SR-71 Southbound Ramps/Rio Rancho Road	Caltrans
8	SR-71 Northbound Ramps/Rio Rancho Road	Caltrans

Source: *Walmart 191 Expansion Traffic Impact Analysis,* City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.

Table 4.2-6
CMP Freeway Segments

ID	Description
1	SR-60 Freeway Westbound, West of Phillips Ranch Road
2	SR-60 Freeway Westbound, East of Phillips Ranch Road
3	SR-60 Freeway Eastbound, West of Phillips Ranch Road
4	SR-60 Freeway Eastbound, East of Phillips Ranch Road
5	SR-71 Freeway Southbound, North of Rio Rancho Road
6	SR-71 Freeway Southbound, South of Rio Rancho Road
7	SR-71 Freeway Northbound, North of Rio Rancho Road
8	SR-71 Freeway Northbound, South of Rio Rancho Road

Source: *Walmart 191 Expansion Traffic Impact Analysis,* City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.

4.2.3 Levels of Service (LOS) Criteria

Traffic operations on roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined, ranging from LOS "A," which represents free-flow conditions with no congestion, to LOS "F," which represents severe congestion with stop-and-go conditions, and is considered to be unsatisfactory. LOS "E" represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining

uniform flow. The following discussions present LOS criteria and their applications for transportation network elements within the Study Area.

4.2.3.1 Signalized Intersection Level of Service Criteria

City of Pomona

The City of Pomona requires that signalized intersection operations be analyzed pursuant to the methodology described in Chapter 16 of the Highway Capacity Manual (HCM). In summary, the HCM protocol establishes intersection LOS efficiencies based on average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, LOS is directly related to the average control delay per vehicle, as indicated at Table 4.2-7.

Table 4.2-7
Signalized Intersection LOS Descriptors

Level of Service	Description	Average Control Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00
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.	35.01 to 55.00
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up

Sources: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014; and Highway Capacity Manual 2000, Chapter 16.

California Department of Transportation (Caltrans)

The Caltrans *Guide for the Preparation of Traffic Impact Studies*, along with the traffic modeling and signal timing optimization package *Synchro* (Version 8 Build 801), was utilized in the Project TIA's analysis of signalized intersections under Caltrans jurisdiction. These include interchange to arterial ramp intersections, such as SR-60 ramps at Phillips Ranch Road, and SR-71 ramps at Rio Rancho Road. The *Synchro* software program is based, in part, on the capacity analysis methodologies of the HCM. Additional detail is provided in Section 2 of the Project TIA (EIR Appendix C).

4.2.3.2 Roadway Segment LOS Criteria

Roadway segment operations have been evaluated using the 2010 Los Angeles County Congestion Management Program (CMP). The CMP estimates roadway capacities based on an assumed 1,600 vehicles per hour per lane. Although this value is suitable for planning purposes, it is not a precise measure of capacity. The ultimate capacity of a roadway is based upon a number of factors. These factors include the relationships between peak hour and daily traffic volumes, intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian/bicycle traffic.

Where the peak hour roadway segment analysis indicates a deficiency (unacceptable LOS), review of the more detailed peak hour intersection analysis and progression analysis is undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. Therefore, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes.

Roadway capacity has been assessed based on morning (AM) and evening (PM) peak hour volumes (totaled for both directions) for each considered segment. As such, the Project TIA identifies roadway segment volumes for each scenario in tabular form.

Levels of service for each Study Area roadway segment have been assigned based on the daily roadway segment capacity levels presented in Table 4.2-8.

Table 4.2-8
Roadway Segment LOS Criteria

Level of Service	Volume to Capacity Ratio
A	0.00 to 0.60
B	0.61 to 0.70
C	0.71 to 0.80
D	0.81 to 0.90
E	0.91 to 1.00
F	> 1.00

Sources: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014; and 2010 Los Angeles County Congestion Management Program

General volume-to-capacity (V/C) ratio ranges used for purposes of estimating overall performance for Study Area roadway segments include the following.

- 0.00 – 0.80: V/C is within capacity, and represents a range of free flow to stable flow. Individual users range from being virtually unaffected by the presence of others in the traffic stream, to beginning to become significantly affected by interactions with others in the traffic stream.

- 0.81 – 1.00: V/C is near capacity, and represents high-density but stable flow, where speed and freedom to maneuver are severely restricted at certain times of the day, and the driver experiences a generally poor level of comfort and convenience during peak hours. Peak period speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement during peak hours.

- Greater than 1.00: V/C exceeds capacity. This V/C level is used to define forced or breakdown flow during peak hours. This condition exists wherever the amount of peak period traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations during peak hours.

4.2.3.3 Freeway Ramp Progression (Queuing) Criteria

The Study Area includes segments of the SR-60 and SR-71 and includes the freeway-to-arterial interchanges of SR-60 with the Phillips Ranch Road ramps, and SR-71 with the Rio Rancho Road ramps. Consistent with Caltrans requirements, the progression of vehicles has been assessed to determine potential queuing impacts at the freeway ramp intersections on Phillips Ranch Road and Rio Rancho Road.

A vehicle is considered queued whenever it is traveling at less than 10 feet per second. Storage (turn pocket) length recommendations for queued vehicles at the ramps have been based upon the 95th percentile queue resulting from the analysis. The "95th-percentile queue" is defined to be the queue length (in vehicles) that has only a five percent probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of queuing lanes, but it is not typical of what an average driver would experience. The queue length reported is for the lane with the highest queue in the evaluated lane group.

4.2.3.4 Freeway Mainline Segment LOS Criteria

For the purposes of the Project TIA, the freeway system in the Study Area has been divided into segments defined by the freeway-to-arterial interchange locations. The Study Area's freeway segments (listed in the preceding Table 4.2-3) were then evaluated based upon peak-hour directional volumes. The freeway segment analysis has been accomplished consistent with methodology requirements as described in Chapter 23 of the HCM. Caltrans employs vehicle density performance standards to calculate freeway segment LOS. Vehicle density is expressed in terms of passenger cars, per mile, per lane. Table 4.2-9 presents the applicable freeway segment density range LOS descriptors.

Table 4.2-9
Freeway Segment LOS Descriptors

Level of Service	Description	Density Range (pc/mi/ln)[1]
A	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0.0 – 11.0
B	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.1 – 18.0
C	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed, but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	18.1 – 26.0
D	Speeds begin to decline slightly and flows and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.1 – 35.0
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.1 – 45.0
F	Breakdown in vehicle flow.	>45.0

Sources: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014; and Highway Capacity Manual 2000, Chapter 23.

Note:

[1] pc/mi/ln = passenger cars, per mile, per lane.

4.2.3.5 Freeway Merge/Diverge Ramp Junction LOS Criteria

The TIA also evaluated 14 existing on- and off-ramp locations, or freeway merge/diverge ramp junctions, within the Study Area. The TIA merge/diverge analysis is based on the HCM Ramps and Ramp Junctions analysis method. Merge/diverge LOS criteria are expressed in terms of passenger cars, per mile, per lane. Table 4.2-10 presents applicable merge/diverge area LOS descriptors for each density range.

Table 4.2-10
Freeway Merge/Diverge Ramp Junction LOS Descriptors

Level of Service	Density Range (pc/mi/ln)
A	0.0 – 11.0
B	11.1 – 18.0
C	18.1 – 26.0
D	26.1 – 35.0
E	35.1 – 45.0
F	>45.0

Sources: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014; and Highway Capacity Manual 2000, Chapter 25.

4.2.4 Existing Conditions

4.2.4.1 Overview

This section notes the basis for existing traffic volumes presented in the TIA and reflected in subsequent analyses; describes the existing Study Area circulation network within the context of the City General Plan Mobility & Access Component; reviews existing operational conditions for transportation elements within the Study Area and notes existing deficiencies; and describes other transportation modes that exist within, or are available to, the Study Area.

4.2.4.2 Existing Traffic Volumes

Existing traffic conditions are presented for the AM peak hour period (between 7:00 and 9:00 a.m.); the PM peak hour period (from 4:00 to 6:00 p.m.); and the Saturday mid-day peak hour period (from 11:00 a.m. to 1:00 p.m.). Existing weekday peak hour traffic volumes within the Study Area were determined by field traffic counts conducted during November 2013. Saturday mid-day peak hour turning movement counts were conducted in July 2013. Please refer to TIA Appendix 3.1 (EIR Appendix C) for detailed traffic count information.

4.2.4.3 Existing Study Area Roadways and Roadway Operations

The City's General Plan Mobility & Access Component classifies each of the Study Area roadways as either: a Major/Minor Arterial, a Collector Street, or a Local Street. Descriptions of these classifications and the disposition of various road classes within the Study Area are summarized below.

- Major/Minor Arterials are high speed/high capacity roads that provide access to regional transportation facilities. Major Arterials are high capacity roads while Minor Arterials are medium capacity roads. The following Study Area roadways are classified as Major/Minor Arterials within the Mobility & Access Component:

    - Rio Rancho Road (Major Arterial)
    - Philadelphia Street (Major Arterial between Garey Avenue and Towne Avenue; Minor Arterial east of Towne Avenue)
    - Village Loop Road (Major Arterial west of Phillips Ranch Road; Minor Arterial east of Phillips Ranch Road)
    - Phillips Ranch Road (Minor Arterial)
    - Garey Avenue (Minor Arterial)
    - Towne Avenue (Major Arterial)
    - Reservoir Street (Minor Arterial)

- Collector Streets convey relatively lower traffic volumes at slower speeds. Collector Streets typically provide connections between neighborhoods. The following Study Area roadways are classified as Collectors by the Mobility & Access Component:

    - Park Avenue

Intersections and Intersection Operations

As noted previously in this Section, the Study Area includes a total of 13 intersections. As seen in Table 4.2-11, analysis of existing Study Area intersections indicates that all intersections currently operate under acceptable LOS conditions.

Table 4.2-11
Existing (2013) Study Area Intersection Conditions

ID	Intersection Location	Delay (seconds)			Level of Service		
		AM	PM	SAT	AM	PM	SAT
1	Phillips Ranch Road at Village Loop Road	17.9	16.4	14.6	B	B	B
2	Phillips Ranch Road at Rio Rancho Road	18.8	18.8	14.4	B	B	B
3	Phillips Ranch Road at SR-60 Westbound Ramps	9.0	10.5	10.2	A	B	B
4	Phillips Ranch Road at SR-60 Eastbound Ramps	15.5	15.4	15.2	B	B	B
5	Rancho Camino Drive at Rio Rancho Road	5.4	13.8	11.2	A	B	B
6	Lone Ridge Road at Rio Rancho Road	24.1	20.9	24.0	C	C	C
7	SR-71 Southbound Ramps at Rio Rancho Road	13.5	14.8	13.1	B	B	B
8	SR-71 Northbound Ramps at Rio Rancho Road	24.9	18.6	16.6	C	B	B
9	Auto Center Drive/Rancho Valley Drive at Rio Rancho Road	18.0	16.3	16.4	B	B	B
10	Park Avenue at Rio Rancho Road	21.3	16.4	16.1	C	B	B
11	Garey Avenue at Rio Rancho Road/Philadelphia Street	18.7	18.0	15.8	B	B	B
12	Towne Avenue at Philadelphia Street	10.4	10.0	9.3	B	B	A
13	Reservoir Street at Philadelphia Street	19.1	18.7	17.3	B	B	B

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.

Roadway Volume/Capacity Analysis for Existing (2013) Conditions

Progression analysis findings for existing conditions are presented at Table 4.2-12. Under Existing conditions, all freeway ramps were found to experience acceptable progression and queuing.

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Table 4.2-12
Existing (2013) Peak-Hour Roadway Segment Conditions

Roadway/Segment Limits[1]	Roadway Capacity[2]	Existing AM Peak Hour			Existing PM Peak Hour			Existing Saturday Mid-day Peak Hour		
		Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
Village Loop Road										
West of Phillips Ranch Road	6,400	1,646	0.26	A	1,429	0.22	A	738	0.12	A
East of Phillips Ranch Road	6,400	695	0.11	A	416	0.07	A	315	0.05	A
Phillips Ranch Road										
Village Loop Road to Rio Rancho Road	6,400	2,065	0.32	A	1,597	0.25	A	905	0.14	A
Rio Rancho Road to SR-60 WB Ramps	6,400	2,406	0.38	A	1,700	0.27	A	1,016	0.16	A
SR-60 WB Ramps to SR-60 EB Ramps	9,600	2,530	0.26	A	1,773	0.18	A	1,008	0.11	A
South of SR-60 EB Ramps	6,400	2,990	0.47	A	1,658	0.26	A	918	0.14	A
Rio Rancho Road										
East of Phillips Ranch Road	8,000	1,525	0.19	A	1,103	0.14	A	711	0.09	A
West of Rancho Camino Drive	8,000	1,490	0.19	A	1,165	0.15	A	831	0.10	A
Rancho Camino Drive to Lone Ridge Road	8,000	1,502	0.19	A	1,252	0.16	A	991	0.12	A
Lone Ridge Road to SR-71 SB Ramps	6,400	1,722	0.27	A	1,831	0.29	A	1,704	0.27	A
SR-71 SB Ramps to SR-71 NB Ramp	6,400	1,987	0.31	A	2,253	0.35	A	1,712	0.27	A
SR-71 NB Ramps to Auto Center Drive	6,400	2,522	0.39	A	2,585	0.40	A	1,813	0.28	A
East of Auto Center Drive	6,400	1,393	0.22	A	1,436	0.22	A	1,176	0.18	A
West of Park Avenue	6,400	1,393	0.22	A	1,470	0.23	A	1,392	0.22	A
East of Park Avenue	6,400	1,076	0.17	A	1,242	0.19	A	1,289	0.20	A
West of Garey Avenue	6,400	1,035	0.16	A	1,267	0.20	A	1,011	0.16	A
East of Garey Avenue	6,400	836	0.13	A	955	0.15	A	802	0.13	A
Philadelphia Street										
West of Towne Avenue	6,400	938	0.15	A	897	0.14	A	654	0.10	A
East of Towne Avenue	6,400	701	0.11	A	792	0.12	A	589	0.09	A
West of Reservoir Street	6,400	521	0.08	A	699	0.11	A	522	0.08	A
East of Reservoir Street	6,400	440	0.07	A	594	0.09	A	368	0.06	A
Rancho Valley Drive										
North of Rio Rancho Road	6,400	1,152	0.18	A	1,192	0.19	A	664	0.10	A
Park Avenue										
North of Rio Rancho Road	3,200	752	0.24	A	658	0.21	A	473	0.15	A
South of Rio Rancho Road	3,200	215	0.07	A	178	0.06	A	158	0.05	A

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Table 4.2-12
Existing (2013) Peak-Hour Roadway Segment Conditions

Roadway/Segment Limits[1]	Roadway Capacity[2]	Existing AM Peak Hour			Existing PM Peak Hour			Existing Saturday Mid-day Peak Hour		
		Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
Garey Avenue										
North of Philadelphia Street	6,400	1,565	0.24	A	1,857	0.29	A	1,503	0.23	A
South of Philadelphia Street	6,400	1,376	0.22	A	1,741	0.27	A	1,434	0.22	A
Towne Avenue										
North of Philadelphia Street	6,400	1,098	0.17	A	1,254	0.20	A	738	0.12	A
South of Philadelphia Street	6,400	967	0.15	A	1,011	0.16	A	631	0.10	A
Reservoir Street										
North of Philadelphia Street	3,200	1,290	0.40	A	1,409	0.44	A	925	0.29	A
South of Philadelphia Street	3,200	1,383	0.43	A	1,490	0.47	A	937	0.29	A

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.

[1] NB = northbound; SB = southbound; EB = eastbound; WB = westbound.

[2] Per the Los Angeles County Congestion Management Program (CMP) a capacity of 1,600 vehicles per hour per through traffic lane has been used. Level of service has been based upon V/C ratios. Please refer to the Project TIA (Draft EIR C) for additional details.

Freeway Ramp Progression (Queuing) Conditions

Progression analysis findings for existing conditions are presented at Table 4.2-13. Under Existing conditions, with one exception, freeway ramp locations were found to experience acceptable progression and queuing.

Table 4.2-13
Freeway Ramp Queuing Deficiencies Under Existing Conditions

Intersection/ Movement[1]	Stacking Distance Provided (Feet)	95th Percentile Stacking Distance Required (feet)			Acceptable?[2]		
		AM	PM	SAT	AM	PM	SAT
SR-60 Westbound Off-Ramp at Phillips Ranch Road							
• NBT	760	118	96	36	Yes	Yes	Yes
• SBT	785	121	122	28	Yes	Yes	Yes
• WBLR	1,620	125	157	96	Yes	Yes	Yes
SR-60 Eastbound Off-Ramp at Phillips Ranch Road							
• NBT	530	397[3]	91	64	Yes	Yes	Yes
• SBT	760	116	99	47	Yes	Yes	Yes
• EBLR	1,430	188	222	181	Yes	Yes	Yes
SR-71 Southbound Ramps at Rio Rancho Road							
• SBLTR	1,275	78	55	84	Yes	Yes	Yes
• EBT	611	162	209	144	Yes	Yes	Yes
• EBR	611	32	43	41	Yes	Yes	Yes
• WBL	200	128	189	103	Yes	Yes	Yes
• WBT	506	115	77	77	Yes	Yes	Yes
SR-71 Northbound Ramps at Rio Rancho Road							
• NBLTR	1,432	450[3]	189	76	Yes	Yes	Yes
• EBL	200	57	38	59	Yes	Yes	Yes
• EBT	506	162	176	146	Yes	Yes	Yes
• WBT	361	**383[3]**	**406**	245	**NO**	**NO**	Yes
• WBR	361	49	32	34	Yes	Yes	Yes

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.
Notes:
[1] NB = northbound; SB = southbound; EB = eastbound; WB = westbound. T = through movement; L = left movement; R = right movement; LR = left or right turn movement; LRT = left, right or through movement.
[2] Stacking distance is acceptable if the required distance is less than or equal to the distance provided. An additional 15 feet of storage is assumed for turn pockets.
[3] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
Bold, shaded text indicates locations with unacceptable levels of service.

As seen in Table 4.2-13, at the intersection of SR-71 Northbound Ramps at Rio Rancho Road, the Westbound through lane may not provide adequate storage to accommodate 95th percentile vehicle queues during the weekday AM and PM peak hour periods. All other Study Area freeway ramp locations would operate acceptably under existing conditions.

Freeway Segment Operations

All Study Area freeway segments currently operate under acceptable LOS conditions (LOS "D" or better). Table 4.2-14 provides a summary of LOS conditions for Study Area freeway segment operations under Existing conditions.

Table 4.2-14
Freeway Segment Analysis for Existing Conditions

Freeway Direction/ Mainline Segment	Lanes[1]	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
		Density[2]	LOS	Density[2]	LOS	Density[2]	LOS
SR-60 Westbound							
West of Phillips Ranch Road	4	27.0	D	23.0	C	21.8	C
East of Phillips Ranch Road	5	18.7	C	19.2	C	16.7	B
SR-60 Eastbound							
West of Phillips Ranch Road	5	14.8	B	20.8	C	16.1	B
East of Phillips Ranch Road	5	14.8	B	19.6	C	15.0	B
SR-71 Southbound							
North of Rio Rancho Road	2	20.9	C	22.3	C	11.7	B
South of Rio Rancho Road	2	11.9	B	18.3	C	9.6	A
SR-71 Northbound							
North of Rio Rancho Road	2	16.1	B	17.1	B	18.2	C
South of Rio Rancho Road	2	9.6	A	9.0	A	7.8	A

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.
Notes:
[1] Number of lanes are in the specified direction and based on existing conditions. Only mixed-flow lanes are represented (carpool lanes are not included).
[2] Density is measured by passenger cars per mile per lane (pc/mi/ln).

Freeway Merge/Diverge Ramp Junction Operations

All Study Area freeway merge/diverge ramp junctions currently operate under acceptable LOS conditions. Table 4.2-15 provides a summary of LOS conditions for Study Area freeway ramp junction merge/diverge analysis locations under existing conditions.

Table 4.2-15
Freeway Ramp Junction Analysis for Existing (2013) Conditions

Freeway Direction/ Ramp Junction[1]	Lanes[1]	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
		Density[2]	LOS	Density[2]	LOS	Density[2]	LOS
SR-60 Westbound							
Slip On-Ramp at Phillips Ranch Road	4	26.8	C	23.1	C	21.6	C
Loop On-Ramp at Phillips Ranch Road – Downstream	4	21.6	C	18.5	B	17.0	B
Loop On-Ramp at Phillips Ranch Road – Upstream	4	21.6	C	18.5	B	17.0	B
Off-Ramp at Phillips Ranch Road	5	25.5	C	26.5	C	24.0	C
SR-60 Eastbound							
Off-Ramp at Phillips Ranch Road	5	23.5	C	29.8	D	24.8	C
Loop On-Ramp at Phillips Ranch Road – Upstream	4	16.9	B	23.6	C	18.4	C
Loop On-Ramp at Phillips Ranch Road – Downstream	4	16.9	B	23.6	C	18.4	C
Slip On-Ramp at Phillips Ranch Road	4	22.7	C	26.0	C	21.2	C
SR-71 Southbound							
Off-Ramp at Rio Rancho Road	2	26.2	C	27.9	C	16.0	B
Off-Ramp to SR-60 Eastbound	2	22.2	C	24.9	C	11.8	B
On-Ramp at Rio Rancho Road	2	14.1	B	20.3	C	11.7	B
SR-71 Northbound							
On-Ramp at Rio Rancho Road	2	17.5	B	18.6	B	19.8	B
On-Ramp at SR-60 Westbound	2	13.1	B	16.4	B	17.5	B
Off-Ramp at Rio Rancho Road	2	11.9	B	11.2	B	9.9	A

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.
Notes:
[1] Merge/Diverge analysis has been conducted twice where near-by ramps exist both upstream and downstream.
[2] Density is measured by passenger cars per mile per lane (pc/mi/ln).

4.2.4.4 Other Transportation Modes

Other transportation modes available to, or existing within, the Study Area include bus and rail transit services, and pedestrian and bicycle facilities. These transportation modes are summarized below.

Transit Services

The Study Area is currently served by Foothill Transit, which provides bus services along Village Loop Road, Phillips Ranch Road and Rio Rancho Road via Line 195. The City is also provided Metrolink train services, with two (2) Metrolink train stations:

- The Downtown Pomona Metrolink Station, located at 101 W. First Street; and
- The North Pomona Metrolink Station, located at 205 Santa Fe Street.

Metrolink's Riverside line serves the Downtown Pomona station and Pomona TransCenter. This line serves destinations between Downtown Los Angeles and Riverside. Metrolink's San Bernardino line serves the North Pomona station. This line serves destinations between Union Station in Los Angeles and San Bernardino. A total of 40 trains (20 eastbound and 20 westbound) stop in North Pomona daily with trains arriving every 30 minutes during peak hour and peak direction. A total of 12 trains (six eastbound and six westbound) stop in Downtown Pomona, almost all during peak hour and virtually no "off-peak" or weekend service. No weekend trains currently operate on the Riverside line, however, the San Bernardino line does have weekend service with trains arriving approximately every 60 minutes.

Pedestrian and Bicycle Facilities

Pedestrian traffic is accommodated by sidewalks, which generally exist on one or both sides of streets within the Study Area. There are also designated crosswalks on almost all approaches at signalized intersections within the Study Area. The existing pedestrian walkways network provides connectivity between Study Area land uses and allows for access to area bus stops.

4.2.5 STANDARDS OF SIGNIFICANCE

4.2.5.1 Intersections

City of Pomona significance thresholds for the determination of potentially significant impacts of intersection operations are summarized below.

Signalized Intersections

If the addition of Project traffic causes a City intersection to degrade from acceptable operations (LOS D or better) to LOS E or worse, a potentially significant impact would occur and mitigation will be required to bring the intersection back to at least LOS D. Any study intersection that is operating at a LOS E or F for any study scenario without Project traffic, a potentially significant impact would occur and mitigation will be required to bring the intersection back to the overall level of delay established prior to Project traffic being added.

Unsignalized Intersections

If the addition of Project traffic causes a City intersection to degrade from acceptable operations (LOS D or better) to LOS E or worse, a potentially significant impact would occur. If an intersection is operating at LOS E or worse prior to the addition of Project traffic, and if the Project adds ten (10) or more trips any approach, *or* the intersection meets the peak hour traffic signal warrant after the addition of Project traffic, a potentially significant impact would occur.

4.2.5.2 Roadway Segments

As presented in the City of Pomona *Traffic Impact Study Guidelines* (City of Pomona Public Works Department) February 2012:

> Each link analyzed shall be reviewed on a case-by-case basis. Significant impacts will be determined by the City Traffic Engineer based on various

factors including determined LOS; side frictions; anticipated street improvements; and LOS of link's critical intersections.

4.2.5.3 Freeway Ramp Progression (Queuing)

For freeway ramps, queued vehicles should not exceed the available stacking distance as measured from the intersection stop line back to the gore point (i.e., where the ramp meets the mainline). The queue reported in this analysis reflects the 95th percentile queue length, that is, the queue length that could be anticipated 95 percent of the time during peak travel hours.[1] If the calculated 95th percentile queue exceeds the available stacking distance, vehicles could spill back onto the freeway, and ramp queuing impacts would be considered potentially significant. If ramp queues already exceed the 95th percentile criteria, any additional Project traffic would be considered potentially significant.

4.2.5.4 Freeway Segment Capacity

LOS standards for freeway segments in the Study Area are established by the County of Los Angeles CMP. The CMP identifies LOS E as the minimum acceptable operational standard for intersections and segments along the CMP System of Highways and Roadways. Notwithstanding, this analysis employs the more stringent LOS D conditions as the acceptable limit of operations for State Highways.

4.2.5.5 Freeway Merge/Diverge Lane Operations

Acceptable LOS standards for freeway merge/diverge lanes in the Study Area are established by the County of Los Angeles Congestion Management Plan (CMP). The CMP identifies LOS E as the minimum acceptable Study Area freeway merge/diverge lane operating condition. Traffic impacts that would degrade Study Area freeway segments and freeway merge/diverge lane operating conditions below LOS E would

[1] The 95th percentile queue is not typically observed, as the 95th percentile queue is statistically expected to be exceeded only five percent of the time. However, in an effort to provide the most conservative results, the 95th percentile queue has been reported in this analysis.

therefore be considered potentially significant. If freeway merge/diverge lane operating conditions are at LOS F or worse prior to the addition of Project traffic, any additional Project traffic would result in a potentially significant impact.

4.2.5.6 Access, Circulation and Parking

Access, circulation, and/or parking impacts would be considered significant if access to the site or design of the proposed internal circulation system would result in unsafe conditions or otherwise adversely affect other properties or adjacent roadways; or if proposed parking is insufficient, thereby resulting in off-site parking, land use, or circulation system impacts.

4.2.6 EXISTING (2013), OPENING YEAR (2016), AND HORIZON YEAR (2035) TRAFFIC CONDITIONS

4.2.6.1 Overview

The following discussions summarize traffic conditions within the Study Area reflecting implementation of the Project under Existing (2013), Opening Year (2016), and Horizon Year (2035) conditions. For each of the considered scenarios, potentially significant traffic impacts (deficient conditions) are identified. Topics evaluated under each analysis scenario include:

- Intersection Operations;
- Roadway Segment Capacity;
- Freeway Ramp Progression (Queuing);
- Freeway Segment Capacity; and
- Freeway Merge/Diverge Ramp Junction Operations. [2]

[2] Under Existing (refer to previous Tables 4.2-14 and 4.2-15) and Opening Year Without Project conditions (refer to TIA Table 6-4 and 6-5), all freeway segments and ramp junctions within the Study Area operate acceptably and the Project is anticipated to add less than 50 two-way peak hour trips to these State Highway facilities. Therefore, analysis of "Freeway Segment Capacity" and "Freeway Merge/Diverge Ramp Junction Operations" is not required under Existing Plus Project, Opening Year With Project, or Horizon Year conditions. This conclusion is based on recommendations provided within *Caltrans Guide for the Preparation of Traffic Impact Studies.*

Existing, Opening Year, and Horizon Year traffic conditions discussed here are restated subsequently under Section 4.2.7, "Impacts and Mitigation Measures" within the context of applicable *CEQA Guidelines* Appendix G topical issues. Less-than-significant impacts are noted, mitigation measures are proposed for potentially significant impacts, and any impacts that cannot be mitigated to levels that are less-than-significant (significant impacts) are identified.

4.2.6.2 Project Trip Generation

In order to establish the Project expansion area's likely maximum trip generation and associated net traffic impact, observed trip generation rates for the existing Walmart were compared to correlating rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition, 2012. The existing Walmart store conforms to facilities described by ITE Land Use Code 815, "Freestanding Discount Store," while the Walmart as expanded and modified under the Project to include a full-service grocery component would conform to facilities described by ITE Land Use Code 813, "Freestanding Discount Superstore." Additional detail on trip generation rates and methodologies is included in the Project TIA (EIR Appendix C). Observed traffic counts for the existing Walmart store, as well as ITE data for trip generation rates for categories 815 and 813 are summarized in Table 4.2-16.

Table 4.2-16
Project Trip Generation Rates

Land Use	ITE Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily	SAT Peak Hour		
			In	Out	Total	In	Out	Total		In	Out	Total
Existing Walmart	--[1]	TSF	**1.28**	**0.95**	**2.23**	1.98	1.92	3.90	NA	2.73	2.73	5.45
Free Standing Discount Store	815	TSF	0.7	0.3	1.06	**2.49**	**2.49**	**4.98**	**57.24**	**3.77**	**3.62**	**7.39**
Free Standing Discount Superstore	813	TSF	1.0	0.8	1.85	2.13	2.22	4.35	50.75	2.82	2.82	5.64

Sources: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014; ITE (Institute of Transportation Engineers) Trip Generation Manual, 9th Edition, 2012.

[1] Rates are based on manual count data collected from November 5 through November 7, 2013, for the existing, 129,851 square foot Walmart store. Actual trip generation was divided by square footage to provide the rates included here.

[2] TSF = Thousand Square Feet

Bold shaded text indicates the highest trip generation rate for each peak period.

In order to provide a conservative evaluation of Project trip generation, the highest of the compared rates for each evaluation period (as highlighted in Table 4.2-16) was assigned to the Project expansion area. Resulting Project trip generation is summarized at Table 4.2-17.

Table 4.2-17
Project Trip Generation Summary

Description	AM Peak Hour			PM Peak Hour			Daily	SAT Peak Hour		
	In	Out	Total	In	Out	Total		In	Out	Total
Project Expansion Area Trip Generation Rates per thousand square feet	1.28	0.95	2.23	2.49	2.49	4.98	57.24	3.77	3.62	7.39
Total Trip Generation for Project Expansion Area (61,719 square feet)	*79*	*59*	*138*	*154*	*154*	*308*	*3,533*	*233*	*223*	*456*

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.

As indicated at Table 4.2-17, approximately 3,533 new trips will be generated by the Project on a daily basis. During the weekday morning peak period, 138 trips (79 inbound and 59 outbound) would be generated; and during the weekday evening peak period, 308 trips (154 inbound and 154 outbound) will be generated. During the Saturday mid-day peak hour period, a total of 456 trips would be generated (233 inbound and 223 outbound).

It is also noted that while alternative travel modes (e.g., public transit, walking, or bicycling) may diminish the Project forecasted traffic volumes, the traffic reducing potentials of alternative travel modes were not considered in the Project trip generation estimates. Project traffic volumes considered in this analysis therefore represent the likely maximum traffic generation and traffic impact condition.

4.2.6.3 Project Trip Distribution

Trip distribution is the process of identifying probable destinations, directions, or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route(s) where Project traffic would be distributed. The trip distribution developed

by the Project TIA was based on anticipated travel patterns to and from the Project site, and was approved by the City of Pomona staff during the Project scoping process.

Based upon the trip distribution patterns, peak hour trips were assigned at Study Area intersections, and estimated daily traffic volumes were assigned to Study Area roadway segments. Please refer to the Project TIA (DEIR Appendix C) for additional detail regarding trip distribution and assignment processes.

4.2.6.4 Existing (2013) With Project Traffic Analysis

The Existing With-Project Traffic analysis scenario presents circulation system conditions that would occur if the Project were implemented under existing conditions. Although the Project would not be physically constructed against conditions as they currently exist in 2013, the Existing With-Project analysis provides an indication of the incremental effects of the Project in the context of current traffic conditions, and without the addition of assumed future cumulative traffic growth reflected under the Opening Year and Horizon Year analysis scenarios. In this manner, impacts that are Project-specific can be identified. The City requires that all Project-specific impacts to City facilities be mitigated to levels that are less-than-significant.

For this analysis, no off-site improvements are assumed beyond those that currently exist with the exception of the intersections and roadways that would be improved by the Project for access.

Intersection Operations Analysis Summary

All Study Area intersection would operate at acceptable LOS, under Existing With-Project conditions. As seen in the preceding Table 4.2-11, no existing deficiencies were identified under existing conditions; and no additional deficiencies are projected to occur with the addition of Project traffic. Additional detail is provided in the Project TIA's Table 5-1 (EIR Appendix C).

Roadway Segment Capacity Analysis Summary

Under Existing and Existing With-Project conditions, all Study Area roadway segments would operate acceptably. As seen in the preceding Table 4.2-12, all Study Area roadway segments perform at LOS "A" during peak hour periods under existing conditions, and would continue to do so with the addition of Project traffic. Additional detail is provided in Project TIA Table 5-2.

Freeway Ramp Progression (Queuing) Analysis Summary

All freeway ramps in the Study area are under Caltrans jurisdiction. As seen in the preceding Table 4.2-13, all but one Study Area freeway ramp location perform acceptably under existing conditions. No additional ramp locations have been identified as deficient with the addition of Project traffic. However, as seen in Table 4.2-18, at the single location found to be deficient under Existing conditions, the 95th percentile stacking distance is anticipated to increase under existing With Project conditions. This is considered a potentially significant impact. Improvements to address these impacts have been identified in the following Section 4.2.7, "Impacts and Mitigation Measures."

Table 4.2-18
Existing (2013) Freeway Ramp Queuing Analysis

Location/ Movement[1]	Stacking Distance Provided	Existing (2013)						Existing plus Project					
		95th Percentile Stacking Distance Required (Ft.)			Acceptable?[2]			95th Percentile Stacking Distance Required (Ft.)			Acceptable?[2]		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
SR-71 Northbound Ramps at Rio Rancho Road													
WBT	361	**383[3]**	**406**	245	**NO**	**NO**	Yes	**438[3]**	**518**	303	**NO**	**NO**	Yes

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.
Note:
[1] WBT = Westbound through movement.
[2] 95th percentile stacking distances are considered acceptable if queue length does not exceed the measured stacking lane distance plus an additional 15 feet assumed to be provided by transition turn lane(s).
[3] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
Bold, shaded text indicates locations with unacceptable levels of service.

4.2.6.5 Opening Year (2016) No-Project and With-Project Traffic Analysis

Opening Year traffic volumes and levels of service reflect conditions which could be expected based on Project completion and opening in the year 2016. The "No-Project" Opening Year condition reflects current (2013) traffic volumes, plus additional background traffic that would be generated by generalized ambient growth within the region, and traffic that would be generated by past, present and reasonably foreseeable probable future related projects. Based on discussions with the City of Pomona, a traffic growth factor of two percent per year was used for non-specific ambient traffic growth. A list of past, present and reasonably foreseeable probable future related projects to be considered in the analysis was also developed in consultation and coordination with the City. Past, present and reasonably foreseeable probable future related projects contributing to Study Area traffic impacts are listed at Table 4.2-19.

Table 4.2-19
Cumulative (Related) Projects

TAZ	Location/Name	Land Use/Trip Generator	Quantity	Units[1]
City of Pomona				
1	1371 E. Ninth Street (Pomona Valley Transfer Station)	Self-Haul Trucks	1,500	TPD
		Collection Trucks	1,500	TPD
		Transfer Trucks	1,500	TPD
		Employees	75	EMP
		Gas/Diesel Station	6	VFP
2	1798 N. Garey Avenue	Hospital	267.299	TSF
	600 E. Bonita Avenue	Single Family Detached	123	DU
	2704 N. Garey Avenue	Medical Office Building	21.000	TSF
		Warehousing	28.000	TSF
	2343 N. San Antonio Avenue	Church	25.237	TSF
3	1750 W. Second Street	General Light Industrial	170.453	TSF
4	115 E. Third Street	Specialty Retail	11.597	TSF
		Condominium/Townhome	32	DU
	675 E. Mission Boulevard	Specialty Retail	5.125	TSF
		Condominium/Townhome	82	DU
	150 & 154 E. Monterey Avenue	Apartments	349	DU
	197 E. Second Street	Quality Restaurant	17.300	TSF
	600 E. Second Street	Student Housing	202	DU

Table 4.2-19
Cumulative (Related) Projects

TAZ	Location/Name	Land Use/Trip Generator	Quantity	Units[1]
		General Office	10.000	TSF
	499 N. Garey Avenue	Dance School	13.332	TSF
5	1476 S. Reservoir Street	Buddhist Temple	6.832	TSF
6a	Rio Rancho Towne Center Phase I Mountain View	Retail Center	199.254	TSF
6b	Rio Rancho Towne Center	Shopping Center	31.054	TSF
		Fast-food with Drive-Through	8.700	TSF
		Gas Station with Market and Car Wash	12	VFP
		Health/Fitness Club	43.000	TSF
7	1943 S. Towne Avenue	Single Family Detached	48	DU
8	216 S. Reservoir Street	Church	34.710	TSF
		Existing General Light Industrial (to be demolished)	7.324	TSF
9	715 E. Phillips Boulevard	Condominium/Townhome	4	DU
10	550 Caswell Street	Auto Repair Garage	2.168	TSF
11	1101 W. McKinley Avenue	Business Center	208.600	TSF
		Storage Facility	94.200	TSF
12	309 E. Foothill Avenue	Retail	10.300	TSF
13	1568 Indian Hill Boulevard	Car Rental	1.600	TSF
14	2322 S. Garey Avenue	Medical/Dental School	110.000	TSF
15	110 E. Foothill Boulevard	Bank	4.000	TSF
16	1041 S. White Avenue	Single Family Detached	20	DU
17	255 Bonita Avenue	Hospital	35.000	TSF
		Outpatient Office	22.000	TSF
18	942 W. Holt Avenue	Residential	62	DU
19	1395 W. Mission Boulevard	Public Assembly	17.211	TSF
20	252 W. Buena Vista Avenue	Industrial	4.210	TSF
21	689-695 E. Foothill Boulevard	Charter School	5.000	TSF
22	Pomona Ranch Plaza	Commercial	64.400	TSF
		Office	100.000	TSF
23	1300 E. Franklin Avenue	Industrial	8	Acre
24	811 S. White Avenue	Residential	13	DU
25	305 E. Arrow Highway	Public Assembly	18.000	TSF
26	2703 S. Towne Avenue	Medical Office Building	11.500	TSF
27	2205 Mt. Vernon Avenue	Industrial	276.000	TSF
28	1875 W. Mission Boulevard	Industrial	492.000	TSF
29	1585 W. Mission Boulevard	Industrial	245.700	TSF

Table 4.2-19
Cumulative (Related) Projects

TAZ	Location/Name	Land Use/Trip Generator	Quantity	Units[1]
30	2122 W. Valley Boulevard	Industrial	141.000	TSF
31	701 S. Garey Avenue	Retail/Market	37.000	TSF
32	365 S. Main Street	Charter School	34.500	TSF
33	1439 S. Palomares Street	Residential	6	DU
34	1390 S. Palomares Street	Residential	12	DU
City of Montclair				
35	TTM 17498	Single Family Detached	106	DU
City of Chino				
36	Southeast corner of Ramona Avenue and Philadelphia Street	Shopping Center	37.704	TSF
	TM 18880	Single Family Detached	33	DU
	Chino Central	Single Family Detached	94	DU
	Central Avenue and Francis Avenue	Single Family Detached	113	DU
	5562 Philadelphia Street	Medical Office Building	24.729	TSF
		Specialty Retail	4.491	TSF
	Northeast corner of Benson Avenue and Philadelphia Street	Shopping Center	85.855	TSF
37	PL 08-0334	Industrial	421.031	TSF
	PL 10-0726	General Office	13.672	TSF
	Hillwood at Monte Vista/Schaefer	Industrial	409.000	TSF
38	Fern/Riverside Residential	Single Family Detached	94	DU
	Brewart Residential	Single Family Detached	127	DU
39	PL 11-0047	Apartments	135	DU
	TM 17898	Single Family Detached	77	DU
	TM 18873	Condominium/Townhome	149	DU
	TM 16838-2 PA 7B	Single Family Attached	67	DU
	TM 17899	Single Family Detached	66	DU
	TM 18848	Condominium/Townhome	101	DU
	TM 17891	Single Family Detached	75	DU
	PL 13-0435	Single Family Detached	41	DU
	PL 11-0299	Industrial	50.000	TSF
	PL 13-0601	Single Family Detached	209	DU
40	PL 10-0544	Industrial	300.300	TSF
	Majestic Chino Gateway	High Cube Warehouse	2890.400	TSF
		Warehousing	180.000	TSF
		Shopping Center	25.000	TSF

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Table 4.2-19
Cumulative (Related) Projects

TAZ	Location/Name	Land Use/Trip Generator	Quantity	Units[1]
		Pharmacy w/Drive-Thru	13.000	TSF
		Fast-Food with Drive-Thru	8.600	TSF
	Chino West Industrial	High Cube Warehouse	942.325	TSF
		Warehousing	127.052	TSF
City of Chino Hills				
41	Higgins Business Park	General Office	40.000	TSF
		Business Park	338.682	TSF
		Specialty Retail	10.000	TSF
		Bank with Drive-Thru	3.000	TSF
		Fast-Food with Drive-Thru	3.000	TSF
		Gas Station with Market and Car Wash	10	VFP
42	County Club Villas	Condominium/Townhome	46	DU
43	Lago Los Serranos	Condominium/Townhome	95	DU
44	The Commons	Shopping Center	150.000	TSF
45	The Golden Triangle	Shopping Center	106.700	TSF
	Heritage Professional Center	Hospital	55.000	TSF
		Medical Office Building	86.952	TSF
		Hotel	120	Room
		Retail	38.848	TSF
		Restaurant	7.200	TSF
	Gateway Village Shopping Center	Retail	14.950	TSF
46	Vila Borba Specific Plan	Single Family Detached	351	DU
	Villagio Apartment Complex	Apartments	286	DU
	Vista Bella Townhomes	Condominium/Townhome	65	DU
City of Industry				
47	Industry Business Center	NFL Stadium	75,000	Seat
		Stadium-Related Uses	280.000	TSF
		Medical Office Building	100.000	TSF
		General Office	1,490.000	TSF
		Retail	833.000	TSF
		Restaurants	162.000	TSF
		Live Theater	5,000	Seat
		Movie Theater	1,200	Seat

Source: *Walmart 191 Expansion Traffic Impact Analysis, City of Pomona, California* (Urban Crossroads, Inc.) July 31, 2014.

[1] DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Position; TPD = Tons per Day; EMP = Employees.

The Opening Year roadway network would be similar to the existing conditions roadway network, with the addition of improvements proposed by the Project. The "With-Project" Opening Year condition loads Project-generated traffic onto the "No-Project" Opening Year condition.

Intersection Operations Analysis Summary

With one exception, Study Area intersection would continue to operate at acceptable levels of service under Opening Year conditions. As seen in the Table 4.2-20, the Project would worsen the peak hour delays at the intersection of Garey Avenue at Rio Rancho Road/Philadelphia Street. This is considered a potentially significant impact. Improvements to address these impacts have been identified in the following Section 4.2.7, "Impacts and Mitigation Measures." All other Study Area intersections are anticipated to perform acceptably under Opening Year No-Project and With-Project conditions. Please refer to Project TIA Table 6-1 (EIR Appendix C) for additional detail.

Table 4.2-20
Intersection Analysis for Opening Year (2016) Conditions

ID	Intersection Location	Opening Year (2016) No-Project						Opening Year (2016) With-Project					
		Delay (seconds)			Level of Service			Delay (seconds)			Level of Service		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
11	Garey Avenue at Rio Rancho Road/ Philadelphia Street	52.2	36.4	19.4	**F**[1]	D	B	55.3	42.9	21.6	**F**[1]	**F**[1]	C

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.
Note:
[1] V/C is greater than 1.00; Level of Service "F."
Bold, shaded text indicates locations with unacceptable levels of service.

Roadway Segment Capacity Analysis Summary

Under Opening Year conditions without Project traffic, all Study Area roadway segments would continue to operate at LOS "A" during peak hour periods. The addition of Project traffic was not found to create deficiencies at any Study Area roadway segment locations. Additional detail is provided in Project TIA Table 6-2.

Freeway Ramp Progression (Queuing) Analysis Summary

A progression analysis was performed for the ramps at the interchanges of SR-60 at Phillips Ranch Road; and SR-71 at Rio Rancho Road. This analysis assessed potential vehicle queues for freeway on- and off-ramps, and along the arterials adjacent to the SR-60 and SR-71 freeways that may potentially impact peak hour operations at the ramp-to-arterial intersections. The majority of Study Area ramp locations perform acceptably under Opening Year conditions, with and without the addition of Project traffic. However, as seen in Table 4.2-21, three (3) movements may experience queuing issues during peak 95th percentile traffic flows under Opening Year No-Project conditions. The addition of Project traffic would exacerbate these deficiencies, and in the case of the SR-71 Northbound Ramps at Rio Rancho Road, Project-traffic is anticipated to create a Saturday peak-hour deficiency that would not occur without the Project traffic. These are considered potentially significant impacts. Improvements to address these impacts have been identified in the following Section 4.2.7, "Impacts and Mitigation Measures."

Table 4.2-21
Freeway Ramp Queuing Analysis for Opening Year (2016) Conditions

Location/ Movement[1]	Stacking Distance Provided	2016 No Project						2016 With Project					
		95th Percentile Stacking Distance Required (Ft.)			Acceptable?[2]			95th Percentile Stacking Distance Required (Ft.)			Acceptable?[2]		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
SR-60 Eastbound Ramps at Phillips Ranch Road													
NBT	530	**593[3]**	128	82	**NO**	Yes	Yes	**596[3]**	131	85	**NO**	Yes	Yes
SR-71 Southbound Ramps at Rio Rancho Road													
WBL	200	154	**266[3]**	118	Yes	**NO**	Yes	154	**266[3]**	118	Yes	**NO**	Yes
SR-71 Northbound Ramps at Rio Rancho Road													
WBT	361	**442**	**600[3]**	336	**NO**	**NO**	Yes	**508[3]**	**656[3]**	**399**	**NO**	**NO**	**NO**

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), July 31, 2014.
Note:
[1] NBT = northbound through movement; WBL = westbound left movement; WBT = westbound through movement.
[2] 95th percentile stacking distances are considered acceptable if queue length does not exceed the measured stacking lane distance plus an additional 15 feet assumed to be provided by transition turn lane(s).
[3] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
Bold, shaded text indicates locations with unacceptable levels of service.

4.2.6.6 Horizon Year (2035) No-Project and With-Project Traffic Analysis

The Horizon Year analysis scenario reflects long-range traffic/transportation network conditions within the Study Area. Consistent with City requirements, the Project TIA's Horizon Year analysis employs the Southern California Association of Governments (SCAG) regional transportation plan (RTP) traffic model. The RTP model establishes the basis for Horizon Year No-Project traffic conditions. The "With-Project" Horizon Year condition loads Project-generated traffic onto the "No-Project" Horizon Year condition.

The lane configurations and traffic controls assumed to be in place for Horizon Year conditions includes existing facilities, Project improvements including required Opening Year mitigation, and those facilities assumed to be constructed in support of related development projects. Additionally, the Horizon Year traffic analysis reflects completion of programmed improvement of the SR-71 corridor between SR-60 and I-10. The Project TIA notes that long-range modeled improvements for SR-71 between I-10 and SR-60 include the addition of a mixed-flow lane and an HOV lane in both directions of travel, and grade separation of SR-71 by Year 2035. Although a Project Approval/Environmental Document (PAED) is currently underway, a preferred design for these improvements has not yet been identified from the PAED work effort.

Intersection Operations Analysis Summary

Table 4.2-22 summarizes unmitigated Horizon Year No-Project and With-Project LOS deficiencies at Study Area intersections.

Table 4.2-22
Horizon Year Intersection Deficiencies

ID	Intersection	Traffic Control[1]	Horizon Year No-Project						Horizon Year With-Project					
			Delay (seconds)			LOS			Delay (seconds)			LOS		
			AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1	Phillips Ranch Road at Village Loop Road	TS	**59.5**	30.7	15.4	**E**	C	B	**60.7**	31.5	15.4	**E**	C	B
11	Garey Avenue at Rio Rancho Road/ Philadelphia Street	TS	**58.7**	**69.4**	27.1	**F[2]**	**F[2]**	C	**61.3**	**76.0**	**32.1**	**F[2]**	**F[2]**	**F[2]**

Source: *Walmart Expansion 191 Traffic Impact Analysis, City of Pomona, California* (Urban Crossroads, Inc.) July 31, 2014.
[1] TS = traffic signal.
[2] V/C is greater than 1.00; Level of Service "F."
Bold, shaded text indicates locations with unacceptable levels of service.

As indicated at Table 4.2-22, Horizon Year deficient LOS conditions would occur at the intersections of Phillips Ranch Road at Village Loop Road, and Garey Avenue at Rio Rancho Road/Philadelphia Street. The Project would contribute to these deficiencies. These are potentially significant cumulative impacts. Improvements to address these impacts have been identified in the following Section 4.2.7, "Impacts and Mitigation Measures." All other Study Area intersections will operate at LOS D or better under Horizon Year With-Project conditions. Please refer to Project TIA Table 7-1 (EIR Appendix C) for additional detail.

Roadway Segment Analysis Summary

The Project TIA Table 7-2 (EIR Appendix C) indicates that all study area roadway segments are anticipated to operate at LOS "C" or better under Horizon Year No-Project conditions. The addition of Project traffic is not anticipated to result in any roadway segment deficiencies. On this basis, Horizon Year roadway segment impacts are therefore considered less-than-significant.

Freeway Ramp Progression (Queuing) Analysis Summary

Table 4.2-23 summarizes Ramp Progression (Queuing) Analysis deficiencies for Horizon Year No-Project and With-Project conditions. For the locations and movements identified as not acceptable, the 95th percentile traffic queue would exceed the available stacking distance. As a result, queued traffic may interfere with freeway mainline operations. The Project will contribute to unacceptable ramp queuing conditions at three (3) ramp locations. These are potentially significant cumulative impacts.

Table 4.2-23
Horizon Year No-Project and With-Project Freeway Ramp Queuing Deficiencies

		Horizon Year No-Project						Horizon Year With-Project					
Location/ Movement	Stacking Distance Provided (feet)	95th Percentile Stacking Distance Required (Feet)			Acceptable?			95th Percentile Stacking Distance Required (Ft.)			Acceptable?		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
SR-60 Eastbound Ramps at Phillips Ranch Road													
NBT	530	**678**[2]	262	107	**NO**	Yes	Yes	**682**[2]	266	111	**NO**	Yes	Yes
SR-71 Southbound Ramps at Rio Rancho Road													
WBL	200	171	**308**[2]	146	Yes	**NO**	Yes	171	**308**[2]	146	Yes	**NO**	Yes
SR-71 Northbound Ramps at Rio Rancho Road													
EBT	506	246	474	287	Yes	Yes	Yes	251	**525**	337	Yes	**NO**	Yes
WBT	361	**566**	**823**	**530**	**NO**	**NO**	**NO**	**597**	**879**	**619**	**NO**	**NO**	**NO**

Source: *Walmart 191 Expansion Traffic Impact Analysis, City of Pomona, California* (Urban Crossroads, Inc.) July 31, 2014.
Note: 95th percentile stacking distances are considered acceptable if queue length does not exceed the measured stacking lane distance plus an additional 15 feet assumed to be provided by transition turn lane(s).
Bold, shaded text indicates locations with unacceptable levels of service.

As also indicated at Table 4.2-23, even with full improvement of the SR-71 corridor, certain freeway ramp queuing deficiencies are projected to occur at the SR-71 Northbound and Southbound Ramps at Rio Rancho Road. Additional ramp deficiencies would continue during the morning peak hour period at the SR-60 Eastbound Ramps at Phillips Ranch Road. All other ramp queuing locations within the Study Area would have adequate storage during peak hour periods. Please refer to Project TIA Table 7-3 for additional detail.

4.2.7 IMPACTS AND MITIGATION MEASURES

The following discussions focus on those topical traffic/circulation issues areas where it has been determined that the Project may result in potentially significant impacts, based on the analysis included within the EIR Initial Study (EIR Appendix A). As substantiated in the Initial Study, the Project will not result in potentially significant impacts related to a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; nor will the Project result in conflicts with adopted policies, plans, or programs supporting alternative transportation. All other CEQA topics related to potential traffic/circulation impacts of

the Project are discussed below. Please refer also to Initial Study Checklist Item XVI., "Transportation/Traffic."

Potential Impact: ***The Project would 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 Project would conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.***

Impact Analysis: The following discussions summarize the preceding Existing, Opening Year, and Horizon Year analysis scenarios, and provide an assessment of the Project's potential to cause or contribute to conflict(s) with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the Study Area circulation system. These potential impacts are evaluated in terms of the Project's calculated effects related to Intersection Operations, Roadway Segment Capacity, Freeway Ramp Progression (Queuing), Freeway Segment Capacity, and Freeway Merge/Diverge Ramp Junction Operations. Following this summary, a General Plan policy consistency analysis is provided at Table 4.2-26, demonstrating that the Project does not propose elements or operations that would potentially conflict with an ordinance or policy establishing measures of effectiveness for the performance of pedestrian and bicycle paths, or mass transit. Please refer also to preceding Section 4.2.6 discussions, and to the detailed Project TIA, EIR Appendix C.

EXISTING CONDITIONS

Potential Intersection Impacts

Impact Analysis: The analysis presented previously at Section 4.2.6 indicates that under Existing No-Project and With-Project conditions, all Study Area intersections will comply with the City's LOS performance standards. Potential intersection impacts are therefore considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Roadway Segment Capacity Impacts

Impact Analysis: The analysis presented previously at Section 4.2.6 indicates that under Existing No-Project and With-Project conditions, all Study Area roadway segments will operate within applicable CMP roadway capacity standards and would also comply with the City's performance standards. Potential roadway segment capacity impacts are therefore considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Freeway Ramp Progression (Queuing) Impacts

Impact Analysis: Existing traffic conditions currently exceed applicable Caltrans performance standards at SR-71 Northbound Ramps at Rio Rancho Road. The Project would contribute additional traffic to this pre-existing deficiency. As previously discussed within this Section, all freeway facilities within the Study Area are under Caltrans jurisdiction. Neither the Lead Agency nor the Applicant can autonomously construct improvements within areas or at locations under Caltrans jurisdiction. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City of Pomona does not have an existing agreement

with Caltrans regarding the improvements or timing of improvement of these intersections. Thus, while physical improvements (a new traffic signal) may be capable of mitigating potentially significant impacts to Caltrans facilities, these improvements cannot be feasibly implemented by, or assured by, the Applicant or the Lead Agency. Nor can their timely completion by Caltrans be assured. ***Project traffic contributions to impacts at SR-71/Rio Rancho Road are therefore recognized as cumulatively considerable.***

Level of Significance: Potentially Significant.

Mitigation Measure: No Feasible Mitigation.

Level of Significance After Mitigation: ***Cumulatively Significant.***

OPENING YEAR CONDITIONS

Potential Intersection Impacts

Impact Analysis: Under Opening Year With-Project conditions, Project traffic in combination with traffic generated by ambient growth and other known or probable related projects will contribute to existing LOS deficiencies at the intersection of Garey Avenue and Rio Rancho Road. ***This is a potentially significant cumulative impact.***

Level of Significance: Potentially Significant.

Mitigation Measures:

4.2.1 Prior to the issuance of Certificate of Occupancy for the expansion area, at the intersection of Garey Avenue and Rio Rancho Road/Philadelphia Street, the Applicant shall participate in the funding or construction of protective left-turn phasing on eastbound and westbound approaches, as directed by the City of Pomona.

A comparison of unmitigated and mitigated LOS conditions at the intersection of Garey Avenue and Rio Rancho Road/Philadelphia Street under the Opening Year With-Project scenario is presented at Table 4.2-24.

Table 4.2-24
Opening Year (2016) With-Project Conditions, With Mitigation

ID	Intersection	Traffic Control [1]	2016 With Project, No Improvements						2016 With-Project, With Mitigation					
			Delay (seconds)			LOS			Delay (seconds)			LOS		
			AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
11	Garey Avenue at Rio Rancho Road/ Philadelphia Street	TS	55.3	42.9	21.6	F[2]	F[2]	C	42.7	45.3	31.9	D	D	C

Source: *Walmart Expansion 191 Traffic Impact Analysis, City of Pomona, California* (Urban Crossroads, Inc.) July 31, 2014.
[1] TS = traffic signal.
[2] V/C is greater than 1.00; Level of Service "F."

As indicated at Table 4.2-24, with application of Mitigation Measure 4.2.1, LOS conditions at the intersection of Garey Avenue and Rio Rancho Road/Philadelphia Street would comply with the City's intersection LOS performance standards. The Project's impacts are therefore reduced to levels that are less-than-significant.

Level of Significance After Mitigation: Less-Than-Significant.

Potential Roadway Segment Capacity Impacts

Impact Analysis: The analysis presented previously at Section 4.2.6 indicates that under Opening Year No-Project and With-Project conditions, all Study Area roadway segments will operate within applicable CMP roadway capacity standards and would also comply the City's performance standards. Potential roadway segment capacity impacts are therefore considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Freeway Ramp Progression (Queuing) Impacts

Impact Analysis: The addition of Project traffic to calculated Opening Year freeway ramp queues would exceed applicable Caltrans performance standards at the following locations: SR-60 Eastbound Ramps at Phillips Ranch Road; SR-71 Southbound Ramps at Rio Rancho Road; and SR-71 Northbound Ramps at Rio Rancho Road. No feasible mitigation exists for Project impacts to Caltrans facilities. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City of Pomona does not have an existing agreement with Caltrans regarding the improvement or timing of improvement of these intersections.

Level of Significance: Potentially Significant.

Mitigation Measure: No Feasible Mitigation.

Level of Significance After Mitigation: ***Cumulatively Significant.***

HORIZON YEAR CONDITIONS

Potential Intersection Impacts

Impact Analysis: Under Horizon Year With-Project conditions, Project traffic in combination with traffic generated by ambient growth and other known or probable related projects will cause or contribute to intersection LOS deficiencies at two intersections: Phillips Ranch Road at Village Loop Road; and Garey Avenue at Rio Rancho Road/Philadelphia Street. These intersection LOS deficiencies conflict with City measures of effectiveness for the performance of the circulation system. These are potentially significant cumulative impacts.

Level of Significance: Potentially Significant.

Mitigation Measures:

Physical improvements necessary to mitigate potentially significant Horizon Year cumulative impacts at Phillips Ranch Road at Village Loop Road and Garey Avenue at Rio Rancho Road/Philadelphia Street are summarized below:

Phillips Ranch Road at Village Loop Road (Additional improvements are indicated in **bold, underline** text.)

- Northbound: One left turn lane, **restripe to provide 2nd left turn lane** and one right turn lane **with overlap phasing.**
- Southbound: N/A
- Eastbound: Two through lanes and one shared through-right turn lane.
- Westbound: One left turn lane and two through lanes.

Garey Avenue at Rio Rancho Road/Philadelphia Street (Additional improvements are indicated in **bold, underline** text.)

- Northbound: One left turn lane, one through lane and one share through-right turn lane.
- Southbound: One left turn lane, two through lanes and **one right turn lane**.
- Eastbound: One left turn lane, one through lane and one share through-right turn lane. **Implement protective left turn phasing.**
- Westbound: One left turn lane, one through lane and one share through-right turn lane. **Implement protective left turn phasing.**

As stipulated under Mitigation Measure 4.2.2 (following), the Project would provide fair share fees toward the funding and construction of required improvements (listed above) at the intersections of Phillips Ranch Road at Village Road Loop, and Garey Avenue at Rio Rancho Road/Philadelphia Street.

4.2.2 *Prior to the issuance of building permits, the Project Applicant shall pay fair share fees toward the construction of the following improvements:*

Phillips Ranch Road at Village Loop Road
Northbound: Restripe to provide 2nd left turn lane and provide overlap phasing.

Garey Avenue at Rio Rancho Road/Philadelphia Street
Southbound: Add one right turn lane.
Eastbound: Implement protective left turn phasing.
Westbound: Implement protective left turn phasing.

Fees collected by the City will be deposited in a dedicated Capital Improvements Project account, created for the express purpose of constructing the required improvements. Payment and allocation of fees in this manner reduces Project contributions to potentially significant Horizon Year cumulative traffic impacts at Phillips Ranch Road/Village Road Loop, and Garey Avenue at Rio Rancho Road/Philadelphia Street to levels that are less-than-significant. A comparison of unmitigated and mitigated LOS conditions at Phillips Ranch Road/Village Road Loop, and Garey Avenue at Rio Rancho Road/Philadelphia Street under the Horizon Year With-Project scenario is presented at Table 4.2-25. Additionally, Table 4.2-25 identifies the Project's calculated fair share responsibility. The fair-share calculations indicate that the Project contributes between 6.0% and 9.9% of new vehicle trips to the listed facilities. Additional discussion of fair share calculations for each peak hour is provided in Section 9 of the Project TIA (EIR Appendix C).

Table 4.2-25
Intersection LOS
Horizon Year With Project Conditions, Mitigated

Intersection	Unmitigated						Mitigated						Jurisdiction	Fair Share
	Horizon Year No-Project						Horizon Year With-Project							
	Delay (secs.)			LOS			Delay (secs.)			LOS				
	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT		
Phillips Ranch Road at Village Loop Road	**60.7**	31.5	15.4	**E**	C	B	54.3	29.7	14.9	D	C	B	Pomona	6.0%
Garey Avenue at Rio Rancho Road/ Philadelphia Street	**61.3**	**76.0**	**32.1**	**F**	**F**	**F**	45.2	54.9	34.9	D	D	C	Pomona	9.9%

Source: *Walmart 191 Expansion Traffic Impact Analysis, City of Pomona, California* (Urban Crossroads, Inc.) March 31, 2014.

Level of Significance After Mitigation: Less-Than-Significant.

Potential Roadway Segment Capacity Impacts

Impact Analysis: The analysis presented previously at Section 4.2.6 indicates that under Horizon Year No-Project and With-Project conditions, all Study Area roadway segments will operate within applicable CMP roadway capacity standards and would also comply with the City's performance standards. Potential roadway segment capacity impacts are therefore considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Freeway Ramp Progression (Queuing) Impacts

Impact Analysis: The analysis presented previously at Section 4.2.6 indicates that even with full improvement of the SR-71 corridor, certain freeway ramp queuing deficiencies are projected to occur at the SR-71 Northbound and Southbound Ramps at Rio Rancho Road. Additional ramp deficiencies would continue during the morning peak hour period at the SR-60 Eastbound Ramps at Phillips Ranch Road. No feasible mitigation exists for Project impacts to these Caltrans facilities. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the

City of Pomona does not have an existing agreement with Caltrans regarding the improvement or timing of improvement of these intersections.

Level of Significance: Potentially Significant.

Mitigation Measure: No Feasible Mitigation.

Level of Significance After Mitigation: ***Cumulatively Significant.***

CONSISTENCY WITH CIRCULATION POLICIES

Applicable Objectives and supporting Policies and Programs as excerpted from the City of Pomona General Plan Mobility & Access Component are presented at Table 4.2-26. General Plan text is followed by a summary of Project consistency and/or supporting actions.

Table 4.2-26
General Plan Objectives and Policies/Programs Consistency

Objective/Policy	Applicability/Consistency
Goal 7D.G24 *Require new development or redevelopment to provide bicycle parking where appropriate and ensure it is located in safe, prominent locations.*	The existing Walmart store currently facilitates, and will continue to facilitate, alternative travel modes pursuant to applicable City requirements by providing bicycle parking and lockers for employees to safely store helmets and biking gear.
Policy 7D.P58 *Encourage existing major employers to develop and implement Transportation Demand Management programs to reduce peak-period trip generation.*	The Project will be designed and operated in conformance with all applicable City requirements in regard to Transportation Demand Management programs.

Table 4.2-26
General Plan Objectives and Policies/Programs Consistency

Objective/Policy	Applicability/Consistency
Goal 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.*	As detailed in Section 3.0, "Project Description," a new parking field would be constructed southerly adjacent to the proposed Walmart as expanded. Additionally, Walmart's existing parking area, located westerly of the existing Store, would be re-striped. As expanded and restriped, a total of 959 parking spaces would be provided. All parking areas, to include parking stalls, drive aisles, parking lot landscaping and hardscaping, would be designed and constructed pursuant to requirements outlined at City of Pomona Zoning Ordinance Section .503-H. "Off-Street Parking."
Policy 7D.P66 *Revise parking standards to encourage and facilitate alternative transportation modes by employing the following:* • *Requirements for preferential parking for carpoolers.* • *Bicycle parking requirements/lockers/showers for large development.*	The existing Walmart store currently provides, and will continue to provide, preferential carpool parking, bicycle parking, and lockers for employee use as a safe repository for helmets and biking gear, thus further facilitating and encouraging alternative means of transportation.

Potential Impact: ***Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections); incompatible uses (e.g., farm equipment); or inadequate vehicular access and internal circulation.***

Impact Analysis: Concept designs for the Project were reviewed with regard to pedestrian accommodations, on-site roadway improvements, site access improvements, sight distance recommendations, and traffic calming measures. The results of this review indicate that the existing storage of 185 feet on the westbound turn lanes on Rio Rancho Road at Lone Ridge Road may not be adequate. Therefore, in order to accommodate the 95th percentile queues for Opening Year, the dual westbound left turn lanes on Rio Rancho Road at Lone Ridge Road will need to be extended to provide 275 feet of storage. The existing median on Rio Rancho Road will also need to be modified to accommodate the extended lanes.

Level of Significance: Potentially Significant.

Mitigation Measure:

4.2.3 *Prior to the issuance of building permits, the Project shall extend the dual westbound left turn lanes on Rio Rancho Road at Lone Ridge Road to provide 275 feet of storage. The existing median on Rio Rancho Road shall also be modified to accommodate the extended lanes. Additionally, the Project shall redesign the striping/geometry/signal timing of the intersection so that the dual westbound left turn lanes do not conflict with the eastbound left turn.*

Level of Significance After Mitigation: Less-Than-Significant.

4.3 AIR QUALITY

4.3 AIR QUALITY

Abstract

This Section identifies and addresses potential air quality impacts that may result from construction and implementation of the Project. More specifically, the air quality analysis evaluates the potential for the Project to result in the following impacts:

- *Conflict with or obstruct implementation of the applicable air quality plan;*
- *Violate any air quality standard or contribute substantially to an existing or projected air quality violation;*
- *Expose sensitive receptors to substantial pollutant concentrations;*
- *Create objectionable odors affecting a substantial number of people;*
- *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 quantitative thresholds for ozone precursors;*
- *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; or*
- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*

As summarized herein, all potential air quality impacts of the Project are determined to be less-than-significant.

4.3.1 INTRODUCTION

This Section presents existing air quality conditions and identifies potential air quality impacts resulting from construction and operations of the Project. Local and regional climate, meteorology and air quality are discussed, as well as existing federal, state and regional air quality regulations. The information presented in this Section is summarized from *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014 (Project AQIA); *Walmart 191 Expansion Air Toxics Health Risk Assessment, City of Pomona* (Urban Crossroads, Inc.) April 9, 2014 (Project HRA); and *Walmart 191 Expansion Greenhouse Gas Analysis* (Urban Crossroads, Inc.) April 9, 2014 (Project GHG Analysis). The Project Air Quality Reports, including all supporting air quality modeling data, are presented in their entirety at Draft EIR Appendix D.

4.3.2 AIR QUALITY FUNDAMENTALS

Air pollution comprises many substances generated from a variety of sources, both man-made and natural. Since the rapid industrialization of the twentieth century, almost every human endeavor, especially those relying on the burning of fossil fuels, creates air pollution. Most contaminants are actually wasted energy in the form of unburned fuels or by-products of the combustion process. Motor vehicles are by far the most significant source of air pollutants in urban areas, emitting photochemically reactive hydrocarbons (unburned fuel), carbon monoxide, and oxides of nitrogen. These primary pollutants chemically react in the atmosphere with sunlight and the passage of time to form secondary pollutants such as ozone.

Although substantive air quality improvements have been made in California over the past twenty years, Southern California still experiences severe air pollution problems. As discussed in greater detail in the following paragraphs, oxidants and suspended

particulates represent the major air quality problems within the South Coast Air Basin (SCAB, Basin) encompassing the Project site.

Air pollutants are generally classified as either primary or secondary pollutants. Primary pollutants are generated daily and emitted directly from the source, whereas secondary pollutants are created over time and occur within the atmosphere as chemical and photochemical reactions take place. Examples of primary pollutants include carbon monoxide (CO), oxides of nitrogen (NO_2 and NO), sulfur dioxide (SO_2), particulate matter (PM_{10} and $PM_{2.5}$), and various hydrocarbons or reactive organic gases (ROG). Examples of secondary pollutants include ozone (O_3), which is a product of the reaction between NO_x and ROG in the presence of sunlight. Other secondary pollutants include photochemical aerosols.

To aid in the review of discussions presented subsequently in this Section, recurring terms, abbreviations, and acronyms are defined as follows: PPM - Parts per Million; $\mu g/m^3$ - Micrograms Per Cubic Meter; PM_{10} - Particulate Matter Less Than 10 Microns In Diameter; $PM_{2.5}$ - Particulate Matter Less Than 2.5 Microns In Diameter.

4.3.2.1 Criteria Air Pollutants

Criteria air pollutants are those air contaminants for which air quality standards currently exist. Currently, state and federal air quality standards exist for ozone, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), carbon monoxide (CO), suspended particulate matter (PM_{10} and $PM_{2.5}$), and lead. California has also set standards for visibility, sulfates, hydrogen sulfide, and vinyl chloride. Evaluated criteria air contaminants, or their precursors, typically also include reactive organic gases (ROG), oxides of nitrogen (NO_x), sulfur oxides (SO_x), and respirable particulate matter (PM_{10}, $PM_{2.5}$). Pollutant characteristics, mechanisms of pollutant origination and potential health effects of air pollutants are described below.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless, toxic gas formed by incomplete combustion of fossil fuels. CO levels tend to be highest during the winter mornings, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest CO concentrations are generally found near congested transportation corridors and intersections. Other sources include aircraft, off-road vehicles, stationary equipment (e.g., fuel-fired furnaces, gas water heaters, fireplaces, gas stoves, gas dryers, charcoal grills), and landscape maintenance equipment such as lawnmowers and leaf blowers.

A consistent association between increased ambient CO levels and higher-than-average rates of hospital admissions for heart diseases (such as congestive heart failure) has been observed. Carbon monoxide can cause decreased exercise capacity, and adversely affects conditions with an increased demand for oxygen supply (fetal development, chronic hypoxemia, anemia, and diseases involving the heart and blood vessels). Exposure to CO can cause impairment of time interval estimation and visual function.

Ozone

Ozone (O_3) is a highly reactive and unstable gas that is formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x), which are both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of the pollutant.

Short-term exposure to ozone can cause a decline in pulmonary function in healthy individuals including breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue and immunological changes. Additionally, an increase in the frequency of asthma attacks, cough, chest discomfort and headache can result. A correlation has been reported

between elevated ambient ozone levels and increases in daily hospital admission rates and mortality as a result of long-term ozone exposure.

Oxides of Nitrogen

Oxides of nitrogen (NO_x) serve as integral participants in the process of photochemical smog production. During combustion, oxygen reacts with nitrogen to produce NO_x. Two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2). Natural causal sources or originators of NO_x include lightning, soils, wildfires, stratospheric intrusion, and the oceans. Natural sources accounted for approximately seven percent of 1990 emissions of NO_x for the United States (EPA 1997). Atmospheric deposition of NO_x occurs when atmospheric or airborne nitrogen is transferred to water, vegetation, soil, or other materials. Acid deposition involves the deposition of nitrogen and/or sulfur acidic compounds that can harm natural resources and materials. The major source of NO_x in the Basin is on-road vehicles. Stationary commercial and service source fuel combustion are other contributors.

Exposure to NO_x may alter sensory responses or impair pulmonary function, and may increase incidence of acute respiratory disease including infections and respiratory symptoms in children. Difficulty in breathing in healthy individuals as well as bronchitic groups may also occur. NO_x is also an ozone precursor. Health effects of ground-level ozone include: aggravated asthma; reduced lung capacity; increased respiratory illness susceptibility; increased respiratory and cardiovascular hospitalizations; and premature deaths.

Sulfur Dioxide

Sulfur dioxide (SO_2) is a colorless, pungent gas. At levels greater than 0.5 ppm, SO_2 has a strong odor. Sulfuric acid is formed from sulfur dioxide, which is an aerosol particle component that affects acid deposition. Anthropogenic, or human-caused, sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. SO_2 is a precursor to sulfates and PM_{10}.

Health effects of SO_2 include higher frequencies of acute respiratory symptoms (including airway constriction in some asthmatics and reduction in breathing capacity leading to severe difficulties) and diminished ventilatory function in children. Very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Lead

Lead (Pb) is a solid heavy metal that can exist in air pollution as an aerosol particle component. An aerosol is a collection of solid, liquid, or mixed-phase particles suspended in the air. It was first regulated as an air pollutant in 1976. Leaded gasoline was first marketed in 1923 and was used in motor vehicles until around 1970. The exclusion of lead from gasoline helped to decrease emissions of lead in the United States from 219,000 to 4,000 short tons per year between 1970 and 1997. Lead-ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources are from dust from soils contaminated with lead-based paint and solid waste disposal.

Lead adversely affects the development and function of the central nervous system, leading to learning disorders, distractibility, lower IQ and increased blood pressure. An increase in blood lead levels may impair or decrease hemoglobin synthesis. Lead poisoning can cause anemia, lethargy, seizures, and death.

Lead concentrations once exceeded the state and federal air quality standards by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Lead is no longer a gasoline additive, primarily accounting for reductions in airborne lead concentrations. Because airborne lead concentrations are currently nominal, and airborne lead is not a pollutant of concern within the Basin, lead is not discussed further in this Section.

Particulate Matter

Particulate matter is a generic term that defines a broad group of chemically and physically different particles (either liquid droplets or solids) that can exist over a wide range of sizes. Examples of atmospheric particles include those produced from combustion (diesel soot or fly ash), light produced (urban haze), sea spray produced (salt particles), and soil-like particles from re-suspended dust. Fugitive dust is defined as any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of humans (Rule 403, Fugitive Dust, SCAQMD).

Within air quality analyses, particulate matter is categorized by diameter: PM_{10} and $PM_{2.5}$. PM_{10} refers to particulate matter that is 10 microns or less in diameter (1 micron is one millionth of a meter, or one micrometer [μm]). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter. The size of particles can determine the residence time of the material in the atmosphere. $PM_{2.5}$ has a longer atmospheric lifetime than PM_{10} and, therefore, can be transported over longer distances.

Particulate matter originates from a variety of stationary and mobile sources. Stationary sources include: fuel combustion for electric utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal and recycling. Mobile or transportation-related sources include particulate matter from highway vehicles and non-road vehicles and fugitive dust from paved and unpaved roads.

A consistent correlation between elevated ambient PM_{10} levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed.

Diesel Particulate Matter (DPM) is a mixture of many exhaust particles and gases that is produced when an engine burns diesel fuel. Many compounds found in diesel exhaust

are carcinogenic, including sixteen compounds that are classified as possibly carcinogenic by the International Agency for Research on Cancer. DPM includes the particle-phase constituents in diesel exhaust. Some short-term (acute) effects of diesel exhaust include eye, nose, throat and lung irritation, as well as coughs, headaches, light-headedness and nausea. Diesel exhaust is a major source of ambient particulate matter pollution, and numerous studies have linked elevated particle levels in the air to increased hospital admission, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. DPM in the Basin poses the greatest cancer risk of all identified toxic air pollutants.

Reactive Organic Gases

Reactive Organic Gases (ROGs) (also termed Volatile Organic Compounds [VOCs]) are defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. It should be noted that there is no state or national ambient air quality standard for ROGs because they are not classified as criteria pollutants. They are regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formulation of ozone. ROGs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility. The major sources of ROGs in the Basin are on-road motor vehicles and solvent evaporation. ROGs are also an ozone precursor. Health effects of ground-level ozone include: aggravated asthma; reduced lung capacity; increased respiratory illness susceptibility; increased respiratory and cardiovascular hospitalizations; and premature deaths.

Benzene is an ROG and a known carcinogen. Typical sources of benzene emissions include: gasoline service stations (fuel evaporation), motor vehicle exhaust, tobacco smoke, and oil and coal incineration. Benzene is also sometimes employed as a solvent for paints, inks, oils, waxes, plastic, and rubber. It is used in the extraction of oils from seeds and nuts. It is also used in the manufacture of detergents, explosives, dyestuffs, and pharmaceuticals. Short-term (acute) exposure to high doses from inhalation of

benzene may cause dizziness, drowsiness, headaches, eye irritation, skin irritation, and respiratory tract irritation, and at higher levels, unconsciousness can occur. Long-term (chronic) occupational exposure to high doses by inhalation has caused blood disorders, including aplastic anemia and lower levels of red blood cells.

4.3.3 SETTING

4.3.3.1 Local and Regional Climate

The Project site is located in the SCAB within the jurisdiction of SCAQMD. The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the four-county Basin (Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties), and the Riverside County portions of the Salton Sea Air Basin and Mojave Desert Air Basin.

The 6,745-square-mile SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air Basin is bounded by the San Gabriel Mountains to the south and west, the Los Angeles/Kern County border to the north, and the Los Angeles/San Bernardino County border to the east. The Riverside County portion of the Salton Sea Air Basin is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

The regional climate significantly influences the air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality. The annual average temperatures throughout the Basin vary from the low to middle 60s (degrees Fahrenheit). Due to a decreased marine influence, the eastern portion of the SCAB experiences greater variability in average annual minimum and

maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. It should be noted that these effects decrease with distance from the coast.

More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB, with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14-½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During

the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas," each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind.

Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal areas.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as NO_x and

CO from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

The City of Pomona is located in eastern Los Angeles County. The annual average temperature in the City ranges from 48 to 77 degrees Fahrenheit. The area also experiences a typical daily wind pattern of daytime onshore sea breezes (from the west) and nighttime land breezes. This is broken only by occasional winter storms and infrequent strong northeasterly Santa Ana winds from the mountains and deserts north of the SCAB. Typically during the spring and early summer days, the daily wind patterns flush much of the basin of high levels of air pollutants. From late summer through the winter months, the flushing is less pronounced because of lighter wind speeds (2013 City of Pomona General Plan Update, Corridors Specific Plan, ATP and Green Plan EIR, page 4.2-1). The prevailing winds in the Project area move predominately from west to east and southwest to northeast with an average wind speed of 1.21 meters per second (m/s). Meteorological data from the SCAQMD's Pomona monitoring station (SRA 10), located approximately one-half mile northwest of the Project site, was used to be representative of the Project area.

4.3.3.2 Existing Air Quality

Existing air quality is monitored and evaluated in the context of National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). These Standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. For further information regarding National Ambient Air Quality Standards and California Ambient Air Quality Standards currently in effect please refer to the Project AQIA at Table 2-1, "Ambient Air Quality Standards"; and http://www.arb.ca.gov/research/aaqs/aaqs.htm.

Regional Air Quality

The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. In 2010, the federal and state standards were exceeded on one or more days for ozone, PM_{10}, and $PM_{2.5}$ at most monitoring locations. Attainment designations for the SCAB are provided at Table 4.3-1.

Table 4.3-1
SCAB Attainment Status

Criteria Pollutant	State Designation	Federal Designation
Ozone - 1 hour standard	Nonattainment	No Standard
Ozone - 8 hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Nonattainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead*	Nonattainment	Nonattainment

Source: *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.
Notes: * The State and Federal nonattainment designation for lead is only applicable for the Los Angeles County portion of the SCAB. The Basin is otherwise classified as attainment for lead.

Local Air Quality

The nearest long-term air quality monitoring for Ozone (O_3), Carbon Monoxide, Nitrogen Dioxide (NO_2), is carried out by the SCAQMD at the Pomona monitoring station (SRA 10) located approximately one-half mile northwest of the Project site. Data for Inhalable Particulates (PM_{10}), and Ultra-Fine Particulates ($PM_{2.5}$) is not available from the Pomona monitoring station and was obtained from the Ontario monitoring station (SRA 33) which is the nearest monitoring site to the Project that monitors for PM_{10} and $PM_{2.5}$. The Ontario monitoring station is located approximately 3.8 miles southeast of the Project site.

Table 4.3-2 presents the three latest years of available representative local air quality monitoring data, and shows the number of days that standards were exceeded for the

study area. Additionally, data for SO_2 (Sulfur Dioxide) was omitted, since attainment standards for this pollutant are regularly met within the SCAB, and few monitoring stations continue to measure SO_2 concentrations.

Table 4.3-2
Project Area Air Quality Monitoring Summary 2011-2013

Pollutant	Standard	2011	2012	2013
Ozone (O_3)				
Maximum 1-Hour Concentration (ppm)		0.119	0.117	0.125
Maximum 8-Hour Concentration (ppm)		0.096	0.093	0.099
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	15	21	--
Number of Days Exceeding State 8-Hour Standard	> 0.07 ppm	24	30	--
Number of Days Exceeding Federal 1-Hour Standard	> 0.12 ppm	0	0	1
Number of Days Exceeding Federal 8-Hour Standard	> 0.075 ppm	16	15	15
Number of Days Exceeding Health Advisory	≥ 0.15 ppm	0	0	0
Carbon Monoxide (CO)				
Maximum 1-Hour Concentration (ppm)		2.1	2.5	1.9
Maximum 8-Hour Concentration (ppm)		1.6	1.5	1.5
Number of Days Exceeding State 1-Hour Standard	> 20 ppm	0	0	0
Number of Days Exceeding Federal/State 8-Hour Standard	> 9.0 ppm	0	0	0
Number of Days Exceeding Federal 1-Hour Standard	> 35 ppm	0	0	0
Nitrogen Dioxide (NO_2)				
Maximum 1-Hour Concentration (ppm)		0.0873	0.082	0.073
Annual Arithmetic Mean Concentration (ppm)		0.0246	--	--
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm[4]	0	0	0
Inhalable Particulates (PM_{10})[2]				
Maximum 24-Hour Concentration ($\mu g/m^3$)		65	78	76
Annual Arithmetic Mean ($\mu g/m^3$)		32.7	29.6	--
Number of Samples		61	61	61
Number of Samples Exceeding State Standard	> 50 $\mu g/m^3$	9	36	--
Number of Samples Exceeding Federal Standard	> 150 $\mu g/m^3$	0	0	0

Table 4.3-2
Project Area Air Quality Monitoring Summary 2011-2013

Pollutant	Standard	2011	2012	2013
Ultra-Fine Particulates ($PM_{2.5}$)[2]				
Maximum 24-Hour Concentration ($\mu g/m^3$)		49.5	39.6	29.6
Annual Arithmetic Mean ($\mu g/m^3$)		11.4	--	--
Number of Samples		118	117	29
Number of Samples Exceeding Federal 24-Hour Standard	> 35 $\mu g/m^3$	1	--	0

Source: *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.

4.3.4 REGULATORY BACKGROUND

4.3.4.1 Federal Regulations

The U.S. Environmental Protection Agency (EPA) is responsible for setting and enforcing the NAAQS for O_3, CO, NO_x, SO_2, PM_{10}, and lead. The U.S. EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the California Air Resource Board (CARB).

The Federal Clean Air Act (CAA) was first enacted in 1955, and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. For local areas not meeting the NAAQS, the CAA stipulates that State Implementation Plans (SIPs) be developed and implemented. These Plans must include pollution control measures that demonstrate how the NAAQS will be achieved. CAA provisions of primary relevance to the Project include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions).

Title I provisions were established with the goal of attaining the NAAQS for the criteria pollutants O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and lead. Mobile source emissions are

regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons, and nitrogen oxides (NO, NO_2, NO_3) collectively referred to as NO_x.

4.3.4.2 California Regulations

The CARB, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. The California CAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. The CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However, at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the SCAQMD, regulate air emissions from commercial and light industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare air quality management plans that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);

- A District-permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a five percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROGs, NO_x, CO and PM_{10}. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than five percent per year under certain circumstances.

4.3.4.3 Regional Air Quality Management Planning

Currently, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. Further discussion on the AQMP and Project consistency with the AQMP is provided subsequently at Section 4.3.7, "Potential Impacts and Mitigation."

4.3.5 GLOBAL CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

4.3.5.1 Overview

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the Earth with respect to temperature, precipitation, and storms. GCC is currently one of the most controversial issues in the United States, and much debate exists within the scientific community whether or not global climate change is occurring naturally or as a result of human activity. Some data suggests that global climate change has occurred in the past over the course of thousands or millions of years. These climate changes occurred naturally without human influence, as in the case of an ice age. However, many scientists believe that the climate shift presently taking place is

occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that recent increases in greenhouse gases resulting from human activity and industrialization have accelerated and amplified GCC effects.

An individual development proposal, such as the Project considered herein, cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the Project may contribute to the global climate change through its increment of greenhouse gases in combination with the cumulative increase in greenhouse gases from all other sources, which when taken together constitute potential influences on global climate change. This Section summarizes the potential for the Project to have a significant effect upon the environment as a result of its potential contribution to global climate change.

4.3.5.2 Global Climate Change

Global Climate Change refers to the change in average meteorological conditions on the Earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2 (Carbon Dioxide), N_2O (Nitrous Oxide), CH_4 (Methane), hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These particular gases are important due to their residence time (duration) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the atmosphere, but prevent heat from escaping, thus warming the atmosphere. GCC can occur naturally as it has in the past with the previous ice ages. According to the CARB, the climate change that is currently in effect differs from previous climate changes in both rate and magnitude (CARB, 2004, *Technical Support document for Staff Proposal Regarding Reduction of Greenhouse Gas Emissions from Motor Vehicles*).

4.3.5.3 Greenhouse Gases

Gases that trap heat in the atmosphere are often referred to as greenhouse gases. Greenhouse gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the average temperature would be approximately 61° Fahrenheit (F) cooler than it is currently. The accumulation of these gases in the atmosphere is considered to be the cause for the observed increase in the temperature.

Although California's rate of growth of greenhouse gas emissions is slowing, the state is still a substantial contributor. In 2004, the state is estimated to have produced 492 million gross metric tons of carbon dioxide equivalent greenhouse gas emissions. Despite a population increase of 16 percent between 1990 and 2004, California has significantly slowed the rate of growth of greenhouse gas emissions due to the implementation of energy efficiency programs as well as adoption of strict air pollutant emission controls.

For the purposes of this analysis, emissions of carbon dioxide, methane, and nitrous oxide were evaluated because these gases are the primary contributors to global climate change from development projects. Although other substances such as fluorinated gases also contribute to global climate change, sources of fluorinated gases are not well defined and no accepted emissions factors or methodology exist to accurately calculate these gases.

Greenhouse gases have varying global warming potential (GWP) values; GWP values represent the potential of a gas to trap heat in the atmosphere. Carbon dioxide is utilized as the reference gas for GWP, and thus has a GWP of 1. The atmospheric lifetime and GWP of selected greenhouse gases are summarized at Table 4.3-3. As indicated at Table 4.3-3, GWPs range from 1 for carbon dioxide to 23,900 for sulfur hexafluoride.

Table 4.3-3
Global Warming Potentials and Atmospheric Lifetimes

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50 - 200	1
Methane	12 (+/-3)	21
Nitrous Oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CF4)	50,000	6,500
PFC: Hexafluoroethane (C2F6)	10,000	9,200
Sulfur Hexafluoride (SF6)	3,200	23,900

Source: *Walmart 191 Expansion GHG Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.

The following discussions summarize and describe commonly occurring greenhouse gases, their sources, and general characteristics.

Water Vapor

Water vapor (H_2O) is the most abundant, important, and variable greenhouse gas in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.

As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of

water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up).

The main source of water vapor is evaporation from the oceans (approximately 85 percent). Other sources include: evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.

Carbon Dioxide

Carbon dioxide (CO_2) is an odorless and colorless GHG. Outdoor levels of carbon dioxide are not high enough to result in negative health effects. Carbon dioxide is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. Carbon dioxide is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.

Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO_2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30 percent. Left unchecked, the concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.

Methane

Methane (CH_4) is an extremely effective absorber of radiation, though its atmospheric concentration is less than carbon dioxide and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs. No health effects are known to occur from exposure to methane.

Methane has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide

Nitrous oxide (N_2O), also known as laughing gas, is a colorless greenhouse gas. Nitrous oxide can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage).

Concentrations of nitrous oxide also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. Nitrous oxide can be transported into the stratosphere, be deposited on the Earth's surface, and be converted to other compounds by chemical reaction.

Chlorofluorocarbons

Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the Earth's surface).

CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons

Hydrofluorocarbons (HFCs) are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the greenhouse gases, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were of HFC-23. HFC-134a emissions are increasing due to its use as a refrigerant. The U.S. EPA estimates that concentrations of HFC-23 and HFC-134a are now about 10 parts per trillion (ppt) each; and that concentrations of HFC-152a are about 1 ppt. No health effects are known to result from exposure to HFCs, which are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through chemical processes in the lower atmosphere. Not until the PFCs reach the mesosphere, about 60 kilometers above Earth, do very high-energy ultraviolet rays from the sun destroy them. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and

hexafluoroethane (C_2F_6). The U.S. EPA estimates that concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur Hexafluoride

Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The U.S. EPA indicates that concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

4.3.5.4 Effects of Global Climate Change in California

The California Environmental Protection Agency (CalEPA) published a report titled "Scenarios of Climate Change in California: An Overview" (Climate Scenarios report) in February 2006 (California Climate Change Center 2006), that while not adequate for a CEQA project-specific or cumulative analysis, is generally instructive about the statewide impacts of global warming.

The Climate Scenarios report uses a range of emissions scenarios developed by the Intergovernmental Panel on Climate Change (IPCC) to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the 21st century: lower warming range (3.0-5.5°F); medium warming range (5.5-8.0°F); and higher warming range (8.0-10.5°F). The Climate Scenarios report then presents an analysis of future climate in California under each warming range, that while uncertain, present a picture of the impacts of global climate change trends in California.

In addition, most recently on August 5, 2009, the State's Natural Resources Agency released a public review draft of its "California Climate Adaptation Strategy" report that details many vulnerabilities arising from climate change with respect to matters such as temperature extremes, sea level rise, wildfires, floods and droughts and precipitation changes. This report responds to the Governor's Executive Order S-13-

2008 that called on state agencies to develop California's strategy to identify and prepare for expected climate impacts.

According to the reports, substantial temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California associated with a projected increase in extreme conditions, with the severity of the impacts depending upon actual future emissions of GHGs and associated warming. Under the emissions scenarios of the Climate Scenarios report, the impacts of global warming in California have the potential to include, but are not limited to, the following areas.

GCC Public Health Effects

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35 percent under the lower warming range to 75 to 85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25 percent of the water supply they need.

Although higher CO_2 levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate O_3 pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts.

In addition, continued global climate change could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued global climate change could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global climate change has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. In contrast, wildfires in northern California could increase by up to 90 percent due to decreased precipitation.

Moreover, continued global climate change has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of global climate change.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Increased sea level elevations of this magnitude would inundate low-lying coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12 to 14 inches.

4.3.5.5 GHGs Direct Health Effects

The potential health effects related directly to the emissions of greenhouse gases as they relate to development proposals such as the proposed Project are still being debated in the scientific community. Their cumulative effects to global climate change have the potential to cause adverse effects to human health. Increases in ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport that higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change will likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas (American Lung Association, 2004). Health effects of greenhouse gases individually are summarized below.

Water Vapor

There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a

transport mechanism for some of these pollutants to enter the human body through water vapor.

Carbon Dioxide

According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of carbon dioxide can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of carbon dioxide in the atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period (NIOSH 2005).

Methane

Methane is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Methane is also an asphyxiant and may displace oxygen in an enclosed space (Occupational Safety and Health Administration (OSHA) 2003).

Nitrous Oxide

Nitrous Oxide is often referred to as laughing gas; it is a colorless greenhouse gas. The health effects associated with exposure to elevated concentrations of nitrous oxide include dizziness, euphoria, slight hallucinations, and in extreme cases of elevated concentrations nitrous oxide can also cause brain damage (OSHA 1999).

Chlorofluorocarbons

CFCs are no longer being used; therefore, it is not likely that health effects would be experienced. Nonetheless, in confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.

Fluorinated Gases (HFCs, PFCs, SF_6)

High concentrations of fluorinated gases can also result in adverse health effects such as asphyxiation, dizziness, headache, cardiovascular disease, cardiac disorders, and in extreme cases, increased mortality (NIOSH 1989, 1997).

4.3.5.6 GCC Regulatory Setting

International Regulations and the Kyoto Protocol

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling greenhouse gas emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHGs in the United States. The Plan currently consists of more than 50 voluntary programs for member nations to adopt.

The Kyoto protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. Some have estimated that if the commitments outlined in the Kyoto protocol are met, global GHG emissions could be reduced an estimated five percent from 1990 levels during the first commitment period of 2008-2012. In December 2009, international leaders from 192 nations met in Copenhagen to address the future of international climate change commitments post-Kyoto.

The Protocol cannot go into effect until at least 55 countries, accounting for 55% of the world's emissions, ratify it. Notably, while the United States is a signatory to the Kyoto protocol, Congress has not ratified the Protocol and the United States (as of 2010, responsible for approximately 19 percent of the world's GHG emissions) is not bound by the Protocol's commitments. Further, over 100 developing countries, including China (as of 2010, responsible for approximately 22 percent of the world's GHG emissions) and India (as of 2010, responsible for approximately 5.4 percent of the

world's GHG emissions), are exempt from the Protocol. Canada has officially renounced the Kyoto Protocol, stating that the Protocol goals are unworkable because the U.S. and China are not participant to its requirements.[1]

Western Regional Climate Action Initiative (WCI)

The Western Regional Climate Action Initiative (WCI) is a partnership among seven states, including California, and four Canadian provinces to implement a regional, economy-wide cap-and-trade system to reduce global warming pollution. The WCI will cap GHG emissions from the region's electricity, industrial, and transportation sectors with the goal to reduce the heat trapping emissions that cause global warming to 15% below 2005 levels by 2020. When the WCI adopted this goal in 2007, it estimated that this would require 2007 levels to be reduced worldwide between 50% and 85% by 2050. California is working closely with the other states and provinces to design a regional GHG reduction program that includes a cap-and-trade approach.

EPA Actions and the Clean Air Act

Coinciding the 2009 meeting in Copenhagen, on December 7, 2009, the U.S. Environmental Protection Agency (EPA) issued an Endangerment Finding under Section 202(a) of the Clean Air Act, opening the door to federal regulation of GHGs. The Endangerment Finding notes that GHGs threaten public health and welfare and are subject to regulation under the Clean Air Act. To date, the EPA has not promulgated regulations on GHG emissions, but it has already begun to develop them.

Previously, the EPA had not regulated GHGs under the Clean Air Act because it asserted that the Act did not authorize it to issue mandatory regulations to address global climate change and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface

[1] GHG emissions by country from: UNEP 2012. The Emissions Gap Report 2012. United Nations Environment Programme (UNEP), Nairobi; www.unep.org/pdf/2012gapreport.pdf

air temperatures. In *Massachusetts v. Environmental Protection Agency*, 549 U.S. 497 (1997), however, the U.S. Supreme Court held that GHGs are pollutants under the Clean Air Act and directed the EPA to decide whether the gases endangered public health or welfare. The EPA had also not moved aggressively to regulate GHGs because it expected Congress to make progress on GHG legislation, primarily from the standpoint of a cap-and-trade system. However, proposals circulated in both the House of Representatives and Senate have been controversial and it may be some time before the U.S. Congress adopts major climate change legislation. The EPA's Endangerment Finding paves the way for federal regulation of GHGs with or without Congress.

Vehicle Standards

Other regulations have been adopted to address vehicle standards including United States Environmental Protection Agency (USEPA) and National Highway Traffic Safety Administration (NHTSA) joint rulemaking for vehicle standards:

- On March 30, 2009, the NHTSA issued a final rule for model year 2011;

- On May 7, 2010, the USEPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal greenhouse gas and fuel economy standards for model year 2017-2025 light-duty vehicles;

- On August 9, 2011 USEPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal greenhouse gas and fuel economy standards for model year 2017-2025 light-duty vehicles. The NHSTA intends to set standards for model years 2022-2025 in a future rulemaking;

- In addition to the regulations applicable to cars and light-duty trucks, on August 9, 2011, the USEPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks, which applies to vehicles from model year 2014–2018.

Energy Independence and Security Act

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. Among other key measures, the Act would do the following, which would aid in the reduction of national GHG emissions, both mobile and non-mobile.

Council on Environmental Quality (CEQ) National Environmental Policy Act (NEPA) Guidelines on GHG

On February 18, 2010, the White House Council on Environmental Quality published draft guidance on the consideration of greenhouse gases and climate change for NEPA analyses. It recommends that proposed federal actions that are reasonably expected to directly emit 25,000 metric tons of CO2e/year should prepare a quantitative and qualitative NEPA analysis of direct and indirect greenhouse gas emissions.

The draft guidance provides reporting tools and instructions on how to assess the effects of climate change. The draft guidance does not apply to land and resource management actions, nor does it propose to regulate greenhouse gases. Although CEQ has not yet issued final guidance, various NEPA documents are beginning to incorporate the approach recommended in the draft guidance.

California Title 24 Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions were adopted in 2008 and became effective on January 1, 2010.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). The CBSC has released the 2010 California Green Building Standards Code on its web site. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

CALGreen contains both mandatory and voluntary measures, for Non-Residential land uses there are 39 mandatory measures including, but not limited to: exterior light pollution reduction, wastewater reduction by twenty percent, and commissioning of projects over 10,000 square feet. There are two tiers of voluntary measures for Non-Residential land uses for a total of 36 additional elective measures.

California Assembly Bill No. 1493 (AB 1493)

AB 1493 requires CARB to develop and adopt the nation's first greenhouse gas emission standards for automobiles. The Legislature declared in AB 1493 that global warming was a matter of increasing concern for public health and environment in California. Further, the legislature stated that technological solutions to reduce greenhouse gas emissions would stimulate the California economy and provide jobs.

To meet the requirements of AB 1493, ARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards in 2004. Amendments to CCR Title 13 Sections 1900 (13 CCR §1900) and 1961 (13 CCR § 1961) and adoption of Section 1961.1 (CCR 13

1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016.

In December 2004 a group of car dealerships, automobile manufacturers, and trade groups representing automobile manufacturers filed suit against ARB to prevent enforcement of 13 CCR section 1900 and 13 CCR section 1961 as amended by AB 1493 and 13 CCR section 1961.1 (*Central Valley Chrysler-Jeep v. Witherspoon* (2006) 456 F. Supp. 2d 1160). The suit, heard in the U.S. District Court for the Eastern District of California, contended that California's implementation of regulations that in effect regulate vehicle fuel economy violates various federal laws, regulations, and policies. In January 2007, the judge hearing the case accepted a request from the State Attorney General's office that the trial be postponed until a decision is reached by the U.S. Supreme Court on a separate case addressing GHGs. In the Supreme Court Case, *Massachusetts vs. EPA*, the primary issue in question is whether the federal CAA provides authority for USEPA to regulate CO_2 emissions. In April 2007, the U.S. Supreme Court ruled in Massachusetts' favor, holding that GHGs are air pollutants under the CAA. On December 11, 2007, the judge in the *Central Valley Chrysler-Jeep* case rejected each plaintiff's arguments and ruled in California's favor. On December 19, 2007, the USEPA denied California's waiver request. California filed a petition with the Ninth Circuit Court of Appeals challenging USEPA's denial on January 2, 2008.

Subsequently, the USEPA and the U.S. Department of Transportation agreed to adopt a federal program to reduce GHGs and improve fuel economy, respectively, from passenger vehicles in order to achieve equivalent or greater greenhouse gas benefits as the AB 1493 regulations for the 2012–2016 model years. Manufacturers agreed to ultimately drop current and forego similar future legal challenges, including challenging a waiver grant, which occurred on June 30, 2009. The State of California committed to (1) revise its standards to allow manufacturers to demonstrate compliance with the fleet-average GHG emission standard by "pooling" California and specified

State vehicle sales; (2) revise its standards for 2012–2016 model year vehicles so that compliance with USEPA-adopted GHG standards would also comply with California's standards; and (3) revise its standards, as necessary, to allow manufacturers to use emissions data from the federal Corporate Average Fuel Economy (CAFE) program to demonstrate compliance with the AB 1493 regulations. Both of these programs are aimed at light-duty auto and light-duty trucks.

Executive Order S-3-05

Executive Order S-3-05 proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 1990 level by 2020, and to 80 percent below the 1990 level by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary also is required to submit biannual reports to the Governor and state Legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources; and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Action Team (CAT) made up of members from various state agencies and commission. CAT released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

California Assembly Bill 32 (AB 32)

California Assembly Bill 32 (AB 32), the California Climate Solutions Act of 2006, requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG

emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

In November 2007, CARB completed its estimates of 1990 GHG levels. Net emission 1990 levels were estimated at 427 million metric tons CO_2 equivalent (MMTCO2e; emission sources by sector were: transportation, 35 percent; electricity generation, 26 percent; industrial, 24 percent; residential, 7 percent; agriculture, 5 percent; and commercial, 3 percent). Accordingly, 427 MMTs of CO_2 equivalent was established as the emissions limit for 2020. In comparison, CARB's estimate of GHG emissions was 473 MMT for 2000 and 532 MMT for 2010. "Business as usual" conditions (without the 28.4 percent reduction to be implemented by CARB regulations) for 2020 were projected to be 596 MMTs.

In December 2007, CARB approved a regulation for mandatory reporting and verification of GHG emissions for major sources. This regulation covered major stationary sources such as cement plants, oil refineries, electric generating facilities/providers, and co-generation facilities, which comprise 94 percent of the point source CO_2 emissions in the State.

On December 11, 2008, CARB adopted a Scoping Plan (CARB Scoping Plan, Scoping Plan) to reduce GHG emissions to 1990 levels. The Scoping Plan's recommendations for reducing GHG emissions to 1990 levels by 2020 include emission reduction measures, including a cap-and-trade program linked to Western Climate Initiative partner jurisdictions, green building strategies, recycling and waste-related measures, as well as Voluntary Early Actions and Reductions. Implementation of individual measures must begin no later than January 1, 2012, so that the emissions reduction target can be fully achieved by 2020.

The Project Greenhouse Gas Analysis summarizes estimated GHG emissions reductions from regulations and programs outlined in the Scoping Plan (please refer to Project Greenhouse Gas Analysis Table 2-3). While local government operations were not accounted for in achieving the 2020 emissions reduction, local land use changes are estimated to result in a reduction of 5 MMTs of CO_2e, which is approximately three percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments will play in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of 2006 levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target. According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately two percent through land use planning, resulting in a potential GHG reduction of 2 $MMTCO_2e$ (or approximately 1.2 percent of the GHG reduction target).

California Senate Bill No. 1368

In 2006, the State Legislature adopted Senate Bill 1368 (SB 1368), which was subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission (CPUC) to adopt a greenhouse gas emission performance standard (EPS) for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant.

Coal-fired plants cannot meet this standard because such plants emit roughly twice as much carbon as combined cycle natural gas power plants.

Accordingly, the new law will effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will lead to dramatically lower greenhouse gas emissions associated with California energy demand, as SB 1368 will effectively prohibit California utilities from purchasing power from out of state producers that cannot satisfy the EPS standard required by SB 1368.

Other Regulations and Policies

In addition to the regulations and programs described above, a database compiled by the International Energy Agency lists more than 300 policies and measures addressing climate change in the United States.

CEQA Guidelines

CEQA Guidelines section 15064.4(a) states "A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . .; or (2) Rely on a qualitative analysis or performance based standards."

CEQA emphasizes that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. (See: *CEQA Guidelines* Section 15130(f)).

Section 15064.4(b) of the *CEQA Guidelines* provides direction for lead agencies for assessing the significance of impacts of greenhouse gas emissions:

1. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; or

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

4.3.5.7 GCC Significance Thresholds and Performance Standards

CEQA Guidelines

The *CEQA Guidelines* do not identify a threshold of significance for greenhouse gas emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Rather, the *Guidelines* call for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." The *Guidelines* encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence. The *Guidelines* also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. *CEQA Guidelines'* suggested Environmental Checklist GHG topical issues have been incorporated into the analytic discussions presented subsequently within this Section.

Executive Order S-01-07

Executive Order S-01-07 established a statewide goal to reduce the carbon intensity of California's transportation fuel by at least ten percent by 2020. The Order also requires that a California-specific Low Carbon Fuel Standard be established for transportation fuels.

Senate Bills 1078 and 107 and Executive Order S-14-08

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least twenty percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. Executive Order S-14-08 expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020.

Senate Bill 375

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) prescribing land use allocations in that MPO's regional transportation plan (RTP). The California Air Resources Board, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035.

GHG reduction targets will be updated every 8 years but can be updated every 4 years if advancements in emissions technologies would affect the target reduction strategies. The California Air Resources Board is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet their assigned GHG reduction targets, transportation projects will not be eligible for funding programmed after January 1, 2012.

Senate Bill 375 also extends the minimum time period for the regional housing needs allocation cycle from five years to eight years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans) consistency with the regional transportation plan (and associated SCS or APS) is not required. However, new provisions of CEQA would incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects."

The Southern California Association of Governments (SCAG) is required by law to update the Southern California Regional Transportation Plan (RTP) every four years. On April 4, 2012, the Regional Council of the SCAG adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future*. The RTP/SCS incorporates land use and housing policies to meet the greenhouse gas emissions targets established by the CARB for 2020 (eight percent reduction) and 2035 (thirteen percent reduction).

California Air Resources Board (CARB) Staff Proposal

Separate from its Scoping Plan approved in December of 2008, CARB issued a Staff Proposal in October 2008, as its first step toward developing recommended statewide interim thresholds of significance for GHGs that may be adopted by local agencies for their own use. CARB staff's objective in this proposal is to develop a threshold of significance that will result in the vast majority (approximately 90 percent statewide) of GHG emissions from new industrial projects being subject to CEQA's requirement to impose feasible mitigation. The proposal does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that, collectively, are responsible for substantial GHG emissions – specifically, industrial, residential, and commercial projects. CARB is developing these thresholds in these sectors to advance climate objectives, streamline project review, and encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state. These draft thresholds are under revision in response to comments. There is currently no timetable for finalized thresholds at this time.

South Coast Air Quality Management District Recommendations

In April 2008, the South Coast Air Quality Management District (SCAQMD), in order to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents, convened a "GHG CEQA Significance Threshold Working Group." The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until CARB (or some other state agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA.

Initially, SCAQMD staff presented the working group with a significance threshold that could be applied to various types of projects—residential; non-residential; industrial; etc. However, the threshold is still under development. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold for stationary source projects where it is the lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) as a screening numerical threshold for stationary sources. More importantly it should be noted that when setting the 10,000 $MTCO_2e$ threshold, the SCAQMD did not consider mobile sources (vehicular travel), rather the threshold is based mainly on stationary source generators such as boilers, refineries, power plants, etc. Therefore, it would be misleading to apply this threshold, developed without consideration for mobile sources, to a Project where the majority of emissions are related to mobile sources. There is no SCAQMD threshold that can be applied to this Project.

In September 2010, the Working Group released additional revisions which recommended a threshold of 3,500 $MTCO_2e$ for residential projects, 1,400 $MTCO_2e$ for commercial projects, and 3,000 $MTCO_2e$ for mixed use projects. Additionally the working group identified project-level efficiency target of 4.8 $MTCO_2e$ per service population as a 2020 target and 3.0 $MTCO_2e$ per service population as a 2035 target. The recommended plan-level target for 2020 was 6.6 $MTCO_2e$ and the plan level target for 2035 was 4.1 $MTCO_2e$. The SCAQMD has not announced when staff is expecting to present a finalized version of these thresholds to the Governing Board. The SCAQMD

has also adopted Rules 2700, 2701, and 2702 that address GHG reductions; however, these rules are currently applicable to boilers and process heaters, forestry, and manure management projects, none of which are germane to the Project considered herein.

City of Pomona Green Plan

The CARB Scoping Plan considers statewide GHG emissions, and indicates that AB 32 compliance would be achieved provided there is a minimum 28.5 percent reduction in statewide Business As Usual GHG emissions for the time frame 1990 to 2020.

The local responsibility identified in the Scoping Plan is equivalent to a 15 percent reduction below Baseline (2007) emissions by 2020. Accordingly, within the City's geographic context, the City of Pomona Green Plan establishes a 15 percent reduction in Baseline (2007) GHG emissions by 2020.[2]

Project's consistency with GHG emissions reductions targets established under the City of Pomona Green Plan is evaluated subsequently at Section 4.3.7, "Potential Impacts and Mitigation Measures."

4.3.6 STANDARDS OF SIGNIFICANCE

As identified within the *CEQA Guidelines*, and consistent with recent state directives regarding greenhouse gas emissions, air quality impacts would be considered potentially significant if the Project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

[2] City of Pomona Green Plan, Appendix B–Energy Action Plan, pages 22, 42, 43, 56, et al.

- Expose sensitive receptors to substantial pollutant concentrations;

- Create objectionable odors affecting a substantial number of people;

- 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 quantitative thresholds for ozone precursors;

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

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

4.3.6.1 SCAQMD Thresholds

In order to determine whether or not a given project would cause a significant effect on air quality, the impact of the project must be determined by examining the types and levels of emissions generated and their impacts on factors that affect air quality. To accomplish this determination of significance, the SCAQMD has established air pollution thresholds against which a proposed project can be evaluated and assist lead agencies in determining whether or not the impacts of a project are significant. If the project's air pollutant emissions exceed applicable SCAQMD thresholds, then the impact should be considered significant. While the final determination of significance thresholds is within the purview of the lead agency pursuant to the State *CEQA Guidelines*, the SCAQMD recommends that its regional and local air quality thresholds for regulated pollutants (summarized below) be employed by lead agencies in determining whether criteria air pollutant emissions impacts generated by construction or operations of a given project are significant.

Regional Thresholds

The SCAQMD has developed regional significance thresholds for regulated pollutants, as summarized at Table 4.3-4. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2011) indicate that any projects in the SCAB with daily emissions that exceed applicable thresholds should be considered as having an individually and cumulatively significant air quality impact. Conversely, projects in the SCAB with daily emissions not exceeding applicable thresholds should be considered as having an individually and cumulatively less-than-significant air quality impact.

Table 4.3-4
Maximum Daily Emissions Regional Thresholds

Pollutant	Construction	Operational
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.

Carbon Monoxide Concentrations (CO "hot spots") Thresholds

CO "hot spots" are areas of carbon monoxide concentrations exceeding national or state air quality standards. CO hotspots typically occur as a result of excessive vehicular idling, often associated with traffic backups at underperforming intersections or congested roadway links. SCAQMD also recommends an evaluation of potential localized CO "hot spot" impacts for projects which may adversely affect, or substantially contribute to, level of service impacts along area roadway segments or at area intersections. Based on the SCAQMD's CEQA Air Quality Handbook (1993), a project's localized CO emissions impacts would be significant if they exceed the following California standards for localized CO concentrations:

- 1-hour CO standard of 20.0 parts per million (ppm);
- 8-hour CO standard of 9.0 ppm.

Localized Significance Thresholds (LSTs)

The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard (NAAQS or CAAQS) at the nearest residence or sensitive receptor.

Health Risk Assessment (HRA) Thresholds

Carcinogenic Risks

The SCAQMD *CEQA Air Quality Handbook* (1993) states that emissions of Toxic Air Contaminants (TACs) are considered significant if a Health Risk Assessment shows an increased cancer risk of greater than 10 incidents per million population. Consistent with the aforementioned SCAQMD *Handbook* cancer risk threshold, for the purposes of this analysis, an increase in cancer risk of 10 incidents per million population is considered significant.

Noncarcinogenic Risks

Noncarcinogenic risks are numerically expressed as a Hazard Index (HI), with a threshold HI of 1.0. Noncarcinogenic Hazard Indices calculated to be less than 1.0 are considered less-than-significant.

4.3.6.2 GHG Emissions Thresholds

In regard to GHG emissions, to date, the SCAQMD and CARB have not established quantified GHG emissions significance thresholds for projects being evaluated under CEQA. For the purposes of this analysis, the Project's GHG emissions have been

compared with a "Business as Usual" (BAU) scenario to determine whether the development is likely to be consistent with the CARB Scoping Plan, and City of Pomona Green Plan, both of which are designed to implement AB 32 in California. The Scoping Plan indicates that statewide AB 32 compliance would be achieved provided there is a minimum 28.5 percent reduction in Business As Usual GHG emissions for the time frame 1990 to 2020. The City of Pomona Green Plan similarly establishes AB 32 compliance GHG emissions reductions targets, and identifies compliance would be achieved based on a 15 percent reduction in the City's Baseline (2007) GHG emissions by the year 2020. Project GHG emissions levels that are consistent with the above state and City GHG emissions reductions targets would be considered compliant with AB 32, and potential Project GHG emissions/Global; Climate Change impacts would be considered less-than-significant.

4.3.7 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.3.7.1 Introduction

The following discussions focus on areas where it has been determined that the Project may result in potentially significant air quality impacts, pursuant to comments received through the NOP process, and based on the analysis presented within this Section and included within the EIR Initial Study. All CEQA checklist considerations addressing air quality and greenhouse gas emissions were determined to have potentially significant impacts warranting further analysis, and are discussed below. Please also refer to Initial Study Checklist Items III. "Air Quality," and VII. "Greenhouse Gas Emissions."

4.3.7.2 Impact Statements

Following is an analysis of potential air quality impacts that are expected to occur as a result of the Project. Potential emissions are considered for Project construction and operation. For each topical discussion, potential impacts are evaluated under applicable criteria established above at Section 4.3.6, "Standards of Significance."

Potential Impact: ***Conflict with or obstruct implementation of the applicable air quality plan.***

Impact Analysis: The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 12,000-square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the SCAG, county transportation commissions, and local governments, as well as state and federal agencies, to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the Basin. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) outlining strategies to achieve state and federal ambient air quality standards. AQMPs are periodically updated to reflect technological advances, recognize new or pending regulations, more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy.

AQMP Consistency

The AQMP was last updated in 2012; it incorporates the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. Air quality conditions and trends presented in the 2012 AQMP assume that regional development will occur in accordance with population growth projections identified by SCAG in its 2012 RTP.

The SCAG 2012 RTP derives its assumptions, in part, from general plans of cities located within the SCAG region. Accordingly, if a project is consistent with the development and growth projections reflected in the adopted general plan, it is considered consistent with the growth assumptions in the 2012 AQMP. The 2012 AQMP

further assumes that development projects within the region will implement appropriate strategies to reduce air pollutant emissions, thereby promoting timely implementation of the AQMP.

Criteria for determining consistency with the AQMP are identified at Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), as listed below. Project consistency with, and support of these criteria is presented subsequently.

- Criterion No. 1: The project under consideration will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- Criterion No. 2: The project under consideration will not exceed the assumptions in the AQMP in 2011 or increments based on the years of Project build-out phase.

Criterion No. 1

The violations that Criterion No. 1 refers to are the CAAQS and NAAQS. The CAAQS and NAAQS comprise Localized Significance Thresholds (LSTs). As discussed subsequently in this Section, the Project LST analysis substantiates that Project construction-source emissions and operational-source emissions would not exceed applicable LSTs. Further, the Project would implement applicable best available control measures (BACMs), and would comply with applicable SCAQMD rules, acting to further reduce its already less-than-significant air pollutant emissions. Moreover, urban location of the Project proximate to local and regional transportation facilities acts to reduce vehicle miles traveled (VMT) and associated mobile-source (vehicular) emissions. Additionally, Project incorporation of contemporary energy-efficient technologies and operational programs; and compliance with SCAQMD emissions reductions and control requirements act to reduce stationary-source air emissions. These Project attributes and features are consistent with and support AQMP air

pollution reduction strategies and promote timely attainment of AQMP air quality standards. On the basis of the preceding discussion, the Project is determined to be consistent with the first criterion.

Criterion No. 2

Criterion No. 2 addresses consistency (or inconsistency) of a given project with approved local and regional land use plans, and associated potential AQMP implications. That is, AQMP emissions models and emissions control strategies are based in part on land use data provided by local general plan documentation; and regional plans, which reflect and incorporate local general plan information. Projects that propose general plan amendments may increase the intensity of use and/or result in higher traffic volumes, thereby resulting in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. However, if a given project is consistent with and does not otherwise exceed the growth projections in the applicable local general plan, then that project would be considered consistent with the growth assumptions in the AQMP.

The Project does not propose or require a change in General Plan Land Use (Place Type) designations. Nor would the Project otherwise increase the development intensity for the subject property beyond that currently anticipated under the General Plan. Because the land use proposed by the Project is consistent with the City General Plan, the Project is in compliance with Consistency Criterion No. 2.

Since the Project satisfies both of the two aforementioned criterion for determining consistency, the Project is deemed consistent with the AQMP.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Violate any air quality standard or contribute substantially to an existing or projected air quality violation.***

Impact Analysis: The latest SCAQMD/California Air Pollution Control Officers Association (CAPCOA)-approved version of the California Emissions Estimator Model (CalEEMod, v2013.2.2) was utilized to estimate Project-related air pollutant emissions levels. Project emissions levels were then compared to applicable SCAQMD thresholds in order to determine if air quality standards would be violated; or if Project emissions would contribute substantially to existing or projected air quality violations. Unless otherwise noted, CalEEMod default values and assumptions were applied throughout.

Regional Impacts

Construction-Source Air Pollutant Emissions

Project construction is expected to commence in June 2015 and would last through January 2016. Typical Project construction activities (listed below) would generate emissions of CO, VOC, NO_x, SOx, PM_{10}, and $PM_{2.5}$.

- Demolition
- Mass Grading
- Building Construction
- Paving
- Architectural Coatings

Modeled construction-source emissions levels reflect all-on-site construction activities and also account for construction worker commutes and vendor deliveries. Estimated maximum daily Project construction-source emissions are summarized at Table 4.3-5.

Table 4.3-5
Maximum Daily Construction-Source Emissions (lbs/day)

Year	Pollutants					
	VOC	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
2015	49.97	80.99	52.36	0.08	17.85	10.43
2016	49.91	3.23	3.21	5.42e-3	0.38	0.29
Maximum Daily Emissions	**49.97**	**80.99**	**52.36**	**0.08**	**17.85**	**10.43**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.
Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 5.42e-3 = $5.42 \times 10^{-3} = 5.42 \times 0.001 = 0.00542$.

As indicated at Table 4.3-5, Project construction-source air pollutant emissions would not exceed applicable SCAQMD regional thresholds. The estimated emissions presented at Table 4.3-5 conservatively do not take credit for reductions achieved through application of BACMs and compliance with standard regulatory requirements (SCAQMD's Rule 403).

Operational-Source Air Pollutant Emissions

Project operational activities associated with the proposed Project would result in emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Mobile Sources;
- Fugitive dust related to vehicular travel;
- Combustion emissions associated with natural gas and electricity use;
- Landscape maintenance equipment;
- Emissions from consumer products; and
- Architectural coatings.

Each of these operational emissions sources are described in the following paragraphs and the estimated emissions from each source are summarized subsequently. Unless otherwise noted, CalEEMod default parameters were employed throughout.

Mobile Sources

Mobile source (vehicular) impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project. The Project related operational air quality impacts derive primarily from vehicle trips generated by the Project. Trip characteristics available from the Project Traffic Impact Analysis (Project TIA, EIR Appendix C) were employed in the analysis of Project vehicular-source emissions impacts.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust.

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every development project. Criteria pollutants are emitted through the generation of electricity and the consumption of natural gas. Because electrical generating facilities for the Project area are located either outside the region, are separately evaluated under their own environmental analyses, and/or are offset through the use of pollution credits for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity have been excluded from the analysis presented here.

Landscape Maintenance Emissions

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project.

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which, when released in the atmosphere, can

react to form ozone and other photochemically reactive pollutants. In the case of the commercial/retail uses proposed by the Project, no substantive on-site use of consumer products is anticipated.

Architectural Coatings

Over time, maintenance of Project facilities would require exterior application of architectural coatings. Such facility maintenance would generate air pollutant emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings.

Operational Emissions Summary

Maximum daily Project operational-source air pollutant emissions are summarized at Table 4.3-6. Applicable SCAQMD regional significance thresholds are also indicated.

Table 4.3-6
Maximum Daily Operational-Source Emissions
(Maximum Winter/Summer Emissions, pounds per day)

Emissions Sources	Pollutants					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Sources (Landscape and Building Maintenance, Consumer Products)	3.08	2.50e-4	0.03	--	9.00e-5	9.00e-5
Building Energy Consumption	3.10e-3	0.03	0.02	1.70e-4	2.14e-3	2.14e-3
Mobile Sources	15.22	32.12	137.35	0.27	17.90	5.06
Maximum Daily Emissions	**18.31**	**32.15**	**137.40**	**0.27**	**17.90**	**5.07**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.

Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 2.50e-4 = 2.50 x10^{-4} = 2.50 x 0.0001 = 0.000250.

Regional Air Quality Impact Summary

As substantiated in the preceding discussions, the potential for Project construction-source or operational-source air pollutant emissions to violate a regional air quality standard or contribute substantially to an existing or projected air quality violation is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Localized Impacts

Localized Significance Threshold (LST) Analysis

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, the NAAQS/CAAQS establish LSTs.

LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. More specifically, to address potential Environmental Justice implications of localized air pollutant impacts, the SCAQMD adopted LSTs indicating whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. Though not required, lead agencies may employ LSTs as another indicator of significance in its air quality impact analyses.

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project are above or below state standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant

impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which, within the Study Area, are non-attainment pollutants.

Emissions Considered/Methodology

As noted above, LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter less than 10 microns (PM_{10}), and particulate matter less than 2.5 microns ($PM_{2.5}$). The Project's Air Quality Analysis utilizes the methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (Methodology) (SCAQMD, June 2003). SCAQMDs Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs." Therefore, for purposes of the LST analysis, only emissions included in the CalEEMod "on-site" emissions output were considered.

Receptors

Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site. The sensitive receptor land uses are graphically identified at Figure 4.3-1. These include the single-family residential development tracts located approximately 975 feet northwest of the Project site (R1) across Rio Rancho Road, and roughly 590 feet east of the Project site (R2) past the SR-71 Freeway; and the multi-family residential community is located approximately 1,810 feet southwest of the Project site (R3).

Source: Urban Crossroads, Inc.

Figure 4.3-1
Air Quality Sensitive Receptor Locations

Construction-Source Emissions LST Analysis

The Project LST analysis of construction-source emissions employs the SCAQMD LST "mass rate lookup tables." In summary, the "lookup tables" establish allowable emissions (lbs/day) as a function of receptor distance (meters) from a construction site boundary. Related, the SCAQMD has issued guidance on applying CalEEMod to LST analyses employing the lookup tables. In this regard, CalEEMod calculates construction emissions (off-road exhaust and fugitive dust) based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the LST lookup tables, LST analyses should contain the following descriptors/parameters:

- The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions;

- The maximum number of acres disturbed on the peak day using the equipment list from above and reflecting CalEEMod equipment use/acreage disturbance rates;

- Any emission control devices added onto off-road equipment;

- Any specific dust suppression techniques used on the day of construction activity with maximum emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, the information at Table 4.3-7 is used to determine the maximum daily disturbed-acreage for comparison to LSTs. To ensure consistency with LST modeling of construction-source emissions provided herein, maximum use of Project construction equipment types and their hours of operation (during grading activity) should be limited as follows.

Table 4.3-7
Construction-Source Emissions LST Analysis - Site Disturbance

Equipment Type	Quantity	Operating Hours (each piece of equipment) per Day	Acres Disturbed (each piece of equipment) per 8 Hour Period	Total Acres Disturbed (equipment type) per Day
Tractors	2	8	0.5	1
Graders	2	8	0.5	1
Rubber Tired Dozers	2	8	0.5	1
Total Acres Disturbed per Day (all equipment)				3
Applicable LST Mass Rate Look-up Table				3 Acres

Source: *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.

Table 4.3-8 summarizes maximum localized construction-source emissions impacts at the nearest sensitive receptor. The emissions impacts indicted do not take credit for further reductions that would be achieved through implementation of mandatory best management practices (BMPs) and standard regulatory requirements (SCAQMD's Rule 403). Implementation of BMPs and compliance with regulatory requirements would further reduce the Project's already less-than-significant localized construction-source emissions impacts.

Table 4.3-8
Maximum Localized Construction-Source Emissions Impacts (pounds per day)

	Pollutants			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Construction-Source Emissions	**66.11**	**39.93**	**16.63**	**9.94**
SCAQMD Localized Threshold	342	5,140	63	21
Threshold Exceeded?	NO	NO	NO	NO

Source: *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.

Operational-Source Emissions LST Analysis

The LST analysis includes on-site sources only and includes all on-site Project-related stationary (area) sources, and conservatively assumes an on-site travel distance for each Project car and truck trip of approximately 1 mile or 5,280 feet.[3] Modeling based on these assumptions demonstrates that Project operational-source emissions would not exceed applicable LSTs. Project operational-source localized emissions impacts are summarized at Table 4.3-9.

Table 4.3-9
Maximum Localized Operational-Source Emissions Impacts (pounds per day)

	Pollutants			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Operational-Source Emissions	**1.64**	**6.92**	**0.90**	**0.25**
SCAQMD Localized Threshold	342	5,140	15	5
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.

CO "Hot Spot" Analysis

As discussed below, the Project would not result in potentially adverse localized CO concentrations or "hot spots." Further, detailed modeling of Project-specific carbon monoxide (CO) "hot spots" is not needed to reach this conclusion.

It has long been recognized that adverse localized CO concentrations ("hot spots") are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain

[3] The Pomona Ranch Plaza site measures less than one-half mile along its longest (southwest to northwest) axis. Travel distance to the Project site from the further (westerly) entrance to the Plaza off of Rio Rancho Road measures less than one-quarter mile.

vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentrations in the Project vicinity have declined over time, and have not violated applicable AAQS in the past three years. Please refer to Table 4.3-2, "Project Area Air Quality Monitoring Summary 2011-2013 Pomona (SRA 10) Air Monitoring Station Data."

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. When the SCAQMD CEQA Handbook was first prepared in 1993, the SCAB was designated nonattainment under the California AAQS and National AAQS for CO. As identified in the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) and subsequently within the SCAQMD's 2003 AQMP, peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection.

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon traffic periods. This hot spot analysis did not predict any violation of CO standards. It can, therefore, be reasonably concluded that projects (such as the proposed Project) that are not subject to the extremes in vehicle volumes and vehicle congestion that was evidenced in the 2003 Los Angeles hot spot analysis (none of the Project Study Area intersections would approach, much less exceed, traffic volumes and traffic congestion reflected in the 2003 Los Angeles hot spot analysis), would similarly not create or result in CO hot spots. Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts.

More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—

or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant localized CO emissions impact.

The Project would not produce maximum peak hour traffic volumes traffic required to generate a CO hotspot either in the context of the 2003 Los Angeles hot spot study, or based on representative BAAQMD CO threshold considerations (see Table 4.3-10). Therefore, CO hotspots are not an environmental impact of concern for the Project.

Table 4.3-10
TIA Study Area Intersection Maximum Peak Hour Traffic Volumes

Intersection Location	Northbound (AM/PM/Saturday Mid-Day)	Southbound (AM/PM/SMD)	Eastbound (AM/PM/SMD)	Westbound (AM/PM/SMD)	Total (AM/PM/SMD)
Phillips Ranch Road & Rio Rancho Road	1,300/763/576	1,426/1,085/643	657/882/566	--/--/--	3,383/2,730/1,785
Phillips Ranch Road & SR-60 WB Ramps	1,293/1,000/727	1,081/1,066/468	846/338/309	551/272/339	3,771/2,676/1,843
Phillips Ranch Road & SR-60 EB Ramps	1,964/1,129/860	1,319/1,196/600	498/190/131	133/301/157	3,914/2,816/1,748
SR-71 NB Ramps & Rio Rancho Road	569/366/319	--/--/--	1,573/1,819/1,393	1,615/1,870/1,501	3,757/4,055/3,213

Source: *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.

Toxic Air Contaminants (TAC) Health Risk Analysis

TACs of primary concern for the Project would be Diesel Particulate Matter (DPM) emissions generated by delivery trucks accessing the Project site. Project DPM sources are discussed below. Potential health risks of Project-related DPM emissions are described and evaluated subsequently.

Diesel Particulate Matter (DPM) Emissions

The Project would generate truck traffic (primarily delivery and service vehicles) a portion of which may be diesel-powered. Diesel emissions and diesel particulate matter (DPM) are known carcinogens and could increase area health risks. Accordingly, an analysis of potential long-term diesel exposure health risks is provided. To this end, the

Project Health Risk Assessment (*Walmart 191 Expansion Air Toxics Health Risk Assessment City of Pomona* [Urban Crossroads, Inc.] April 9, 2014; EIR Appendix D) characterizes and quantifies potential diesel emissions generated by, and health risk exposure resulting from, Project operations.

The average number of trucks accessing the Project site on a weekly basis is summarized at Table 4.3-11. Trucks accessing the Project would include 2-axle (small) delivery trucks, and larger semi-trailer trucks, with and without Transport Refrigeration Units (TRUs). On-site truck idling and associated generation of DPM would occur as trucks enter and travel through the facility.

Table 4.3-11
Average Weekly Truck Deliveries-By Category

Description	Deliveries per Week
2-axle delivery trucks	15
Semi-trailer w/TRU	15
Semi-trailer w/o TRU	10
Total Truck Deliveries/Week:	**40**

Source: *Walmart 191 Expansion Air Toxics Health Risk Assessment City of Pomona* (Urban Crossroads, Inc.) April 9, 2014.

The Project is required to comply with CARB's on-site truck idling limit of 5 minutes, SCAQMD staff recommends that HRA's assume a minimum of 15 minutes of on-site truck idling (trucks without TRUs), which would take into account potential protracted on-site idling which could occur at loading/unloading areas, or other areas or instances where on-site truck traffic movements may be impeded or delayed. Consistent with SCAQMD recommendations, the Project HRA analysis assumed on-site truck idling (other than for trucks with TRUs) for a period of 15 minutes.

As indicated above, some of the trucks accessing the site would have Transport Refrigeration Units (TRUs). DPM emission factors for, and total on-site DPM emissions

generated by, trucks with TRUs are greater than for trucks without TRUs. This is because of increased energy demands of the refrigeration units, and requirements to keep items refrigerated throughout delivery and unloading processes. TRU emission factors were obtained from CARB's Staff Report: *Initial Statement of Reasons for Proposed Rulemaking 2011 Amendments for the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate*. Each TRU accessing the site was estimated to idle for 30 minutes with an average of 34 horsepower and 0.53 load factor consistent with CARB guidance.

Carcinogenic and Chronic Illness Impacts

The SCAQMD *CEQA Air Quality Handbook* (1993) states that emissions of Toxic Air Contaminants (TACs) are considered significant if a Health Risk Assessment shows an increased cancer risk of greater than 10 incidents per million population. Consistent with the aforementioned SCAQMD *Handbook* cancer risk threshold, for the purposes of this analysis, an increase in cancer risk of 10 incidents per million population is considered significant. Also germane to the Project HRA, specific guidance in determining health risks from diesel emissions is provided in *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD) 2003.

Health risks associated with exposure to carcinogenic compounds are defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. The cancer risk probability is determined by multiplying the chemical's annual concentration by its unit risk factor (URF). The URF is a measure of carcinogenic potential of a chemical when a dose is received through the inhalation pathway, and represents an upper-bound estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter ($\mu g/m^3$) over a 70-year lifetime. The URFs utilized in this analysis were obtained from the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA). Please refer also to the Project

HRA presented at EIR Appendix D, for greater detail regarding calculated TAC exposures and resulting health TAC-source cancer risks.

Consistent with OEHHA guidance and SCAQMD HRA protocols, Project-related TAC-source cancer risks were evaluated under three (3) exposure scenarios: "Residential," "Worker" and "School Site/School Child." OEHHA recommended exposure parameters for each scenario are summarized at Table 4.3-12.

Table 4.3-12
OEHHA Recommended Exposure Scenario Parameters

Exposure Parameter	Units	Residential	Worker	School Site/Child
Frequency	days/year	350	245	180
Duration	years	70	40	9
Inhalation Rate	m^3/day	21.14	10.43	40.67
Body Weight	kilograms	70	70	18
Averaging Time	days	25,550	25,550	25,550
Exposure Time	hours/day	24	12	10

Source: *Walmart 191 Expansion Air Toxics Health Risk Assessment City of Pomona* (Urban Crossroads, Inc.) April 9, 2014.

Carcinogenic Risk Exposure: Quantification Results

The Project HRA results for residential, worker, and school site carcinogenic risk exposures are summarized below. Please refer also to the Project HRA for detailed exposure modeling inputs and results.

Residential Exposures

For the Residential Exposure Scenario, the Project HRA indicates that TAC emissions generated by the Project will have a less-than-significant health risk at the maximally impacted residential land use. That is, at the maximally exposed individual receptor (MEIR), the maximum risk is estimated to be 5.29 in one million, which does not exceed the SCAQMD TAC-source cancer risk threshold of 10 in one million.

Worker Exposures

For the Worker Exposure Scenario, the Project HRA indicates that TAC emissions generated by the Project will have a less-than-significant health risk at the maximally impacted worker location. That is, for the maximally exposed individual worker (MEIW), the maximum risk is estimated to be 0.24 in one million, which does not exceed the SCAQMD TAC-source cancer risk threshold of 10 in one million.

School Site Exposures

For the School Child Exposure Scenario, the Project HRA indicates that TAC emissions generated by the Project will have a less-than-significant health risk at the maximally impacted school site. That is, for the maximally exposed individual school child (MEISC), the maximum risk is estimated to be 0.007 in one million, which does not exceed the SCAQMD TAC-source cancer risk threshold of 10 in one million.

Non-Carcinogenic Risk

An evaluation of the potential non-carcinogenic effects of chronic exposure to TACs was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). RELs employed in the Project HRA were obtained from the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA); http://www.oehha.org/risk/chemicaldb/index.asp. Noncarcinogenic risks are numerically expressed as a Hazard Index (HI), with a threshold HI of 1.0. Noncarcinogenic Hazard Indices calculated to be less than 1.0 are considered less-than-significant.

Non-Carcinogenic Risk Exposure: Quantification Results

TAC non-carcinogenic risk exposures were quantified consistent with applicable SCAQMD methodology, and are expressed relative to Hazard Index threshold of 1.0. As noted above, non-carcinogenic Hazard Indices calculated to be less than 1.0 are considered less-than-significant. The Project HRA results for residential, worker, and school non-carcinogenic risk exposures are summarized below.

Residential Exposures

At the MEIR, the calculated HI is estimated to be 0.004, which would not exceed the applicable threshold of 1.0, and is therefore less-than-significant.

Worker Exposures

At the MEIW, the calculated HI is estimated to be 0.0003, which would not exceed the applicable threshold of 1.0, and is therefore less-than-significant.

School Site Exposures

At the MEISC, the calculated HI is estimated to be 0.00003, which would not exceed the applicable threshold of 1.0, and is therefore less-than-significant.

Cumulative TAC Impacts

Background

The South Coast Air Quality Management District (SCAQMD)[4] has conducted an analysis of the cumulative effects of Toxic Air Contaminants (TACs) within the South Coast Air Basin (Basin). This cumulative analysis, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III)*, expresses cumulative TAC impacts in terms of potential increased cancer risks.[5] *MATES-III* estimates that the Basin-wide average excess cancer risk level resulting from exposure to cumulative TACs is approximately 1,200 incidents per one million population. Related, *MATES-III* estimates the cumulative TAC-source cancer risk for the localized area encompassing the Project site

[4] SCAQMD is the Responsible Agency providing guidance on applicable air quality analysis methodologies and air quality-related issues.

[5] Cancer risk refers to the probability of contracting cancer associated with exposure to a substance. It is expressed as the chance per million of a cancer case occurring. A risk of one per million, for example, would mean that in a population of one million individuals exposed over a 70 year lifetime, one additional cancer case would be expected.

at 1,098 incidents per million population.[6] Diesel Particulate Matter (DPM)-source cancer risks, are reflected in the area's ambient cumulative cancer risk along with all other TAC-source risks, and accounts for the predominance (83.6%) of the total risk shown in MATES-III.

Ambient TAC Impacts Presumed Cumulatively Significant

The SCAQMD *has* established a significance threshold for incremental *project-level* TAC impacts. Specifically, if a given project would generate TACs resulting in or causing an increase in cancer risks of 10 or more incidents per million population, that project's incremental cancer risk would be considered significant. This same significance threshold (10 in one million) is applied by SCAQMD in determining whether a given project's incremental contribution to ambient TAC-source cancer risks is cumulatively considerable. The SCAQMD *has not*, however, established a significance threshold for ambient cumulative TAC impacts affecting the Basin. Likewise, the City of Pomona (the Lead Agency) has no adopted cumulative TAC impacts significance threshold.

Absent an established threshold for cumulative TAC impacts, the following discussion assesses whether, in the light of other available existing information, the ambient cumulative TAC-source impacts affecting the Basin and the area encompassing the Project site could be characterized as significant.

As noted previously, MATES-III estimates the average ambient cumulative TAC-source cancer risk for the Basin as whole at 1,200 incidents per million population; in the localized area encompassing the Project site the risk is estimated at 1,098 incidents per million population. Either of these existing cumulative TAC-source cancer risk levels (1,200 per million; or 1,098 per million) far exceeds the 10 in one million cancer risk at which project-level TAC-source cancer risks would be determined significant employing SCAQMD thresholds.

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[6] South Coast Air Quality Management District. SCAQMD 2008, MATES III Carcinogenic Interactive Map. Web. May 19, 2014. <http://www3.aqmd.gov/webappl/matesiii/>

Comparing the ambient cumulative TAC-source cancer risk (1,098 per million locally; or 1,200 per million Basin-wide) to the SCAQMD's established threshold for project-level TAC-source cancer risks (10 in one million), the ambient cumulative TAC-source cancer risk is approximately 110 to 120 times greater than the incremental risk at which project-level TAC-source cancer risks would be considered significant.

Although there is not yet an established significance threshold for ambient cumulative TAC impacts, given the magnitude by which the ambient cumulative condition exceeds SCAQMD's established project-level significance threshold (ambient cumulative TAC conditions are 110 to 120 times greater than the project-level threshold), the ambient cumulative condition would likely exceed whatever significance threshold may be established for cumulative impacts affecting the Basin. On this basis, and absent a prevailing threshold adopted by the Lead or Responsible Agency, ambient cumulative TAC impacts are presumed to be significant.

Related Projects Contribution to Cumulative TAC Impacts

In addition to the MATES-III cumulative TAC-source cancer risk noted above, other new or proposed potential TAC-generating projects (related projects) in the Study Area could contribute to cumulative TAC impacts. These related projects, due to their recent and/or tentative nature, are not reflected in the cumulative TAC impacts identified in the MATES-III study.

In consultation with the Lead Agency, related TAC-generating projects located within a one-quarter mile radius of the Project were identified and are reflected in this cumulative TAC analysis. These related projects include:

- Rio Rancho Towne Center project (419,190-square-foot retail center); and
- Pomona Ranch Plaza Addendum project (64,400 square feet of commercial, and 100,000 square feet of office to be located in the existing Pomona Ranch Plaza).

These related projects are located within one-quarter mile of the proposed Walmart Expansion Project considered herein, and TACs generated by these related projects could potentially contribute to, or interact with, the Project's TAC emissions.

TAC emissions associated with these two related projects would primarily be DPM emissions generated by commercial delivery trucks. A Draft Environmental Impact Report (DEIR) inclusive of a project-level HRA was prepared for the Rio Rancho Towne Center project in July 2012. The DEIR and HRA determined that the maximum cancer risk attributable to the Rio Rancho Towne Center project would be 0.58 in one million.

The Pomona Ranch Plaza Addendum project analysis provides no development-specific information on potential cancer risks. In an effort to overstate, rather than understate potential impacts associated with the Pomona Ranch Plaza Addendum project, cancer risks similar to those identified for the Rio Rancho Towne Center project were assumed, and were based on a ratio of the total square footage proposed for the Pomona Ranch Plaza Addendum project (164,400 square feet) versus the Rio Rancho Towne Center project (419,190 square feet). Employing this ratio, the maximum cancer risk attributable to the Pomona Ranch Plaza Addendum project is estimated at 0.23 in one million.

Project Contribution to Cumulative TAC Impacts

Project-source TACs would incrementally increase the background cancer risk by a maximum of 5.29 incidents per million population. The applicable SCAQMD significance threshold for Project-level TAC-source cancer risk impacts is 10 incidents per million population. Similarly, SCAQMD significance thresholds state that Project contributions to cumulative TAC-source cancer risks would be cumulatively considerable if greater than 10 incidents per million population would occur. The 5.29 incidents per million population increment resulting from the Project is therefore not significant, nor cumulatively considerable.

Summary and Conclusions

To provide context for, and quantify cumulative TAC effects within the Study Area, the Project TAC-source cancer risk, and the TAC-source cancer risks from the related projects identified herein, were added to the total background risk derived by the MATES-III study, yielding a maximum potential cumulative TAC-source risk affecting the Study Area. As indicated at Table 4.3-13, the maximum potential cumulative cancer risk within the Study Area is estimated at 1,104.10.

Table 4.3-13
Study Area Cumulative Cancer Risk

Cumulative Impact Scenario	Risk Sources			Maximum Cumulative Risk
	Background TACs	Related Projects TACs	Project TACs	
	Cancer Risk Per Million Population			
Cumulative Impact Without Project	1,098	---	---	**1,098**
Cumulative Impact With Project	1,098	---	5.29	**1,103.29**
Cumulative Impact With Project and Related Projects	1,098	0.81	5.29	**1,104.10**

Source: *Walmart 191 Expansion Air Toxics Health Risk Assessment City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.
Notes: Background TAC risk from: MATES-III Carcinogenic Risk Interactive Map (http://www2.aqmd.gov/webappl/matesiii/) (SCAQMD 2008).

The MATES-III ambient cumulative TAC impact represents approximately 99.5 percent of the total cumulative impact identified at Table 4.3-13; and due to its magnitude when compared to project-level TAC impact significance thresholds, is presumed to be cumulatively significant. The Project would incrementally contribute to this presumably significant cumulative impact. However, the Project's incremental contribution of 5.29 incidents per million population does not exceed, or even approach the established SCAQMD threshold (10 incidents per million population) at which project-level TAC contributions would be determined cumulatively considerable. On this basis, Project TAC emissions impacts are not considered cumulatively considerable. Please refer also

to the discussion of cumulative air quality impacts presented at EIR Section 5.0, "Other CEQA Considerations."

Localized Air Quality Impact Analysis Summary

As substantiated by the preceding discussions, maximum Project construction-source and operational-source emissions would not exceed applicable SCAQMD LSTs at the nearest sensitive receptor. Nor would the Project create or result in localized CO hot spots. Further, Project TACs would not result in or cause potentially significant health risks, either at the project-level or cumulatively. On this basis the potential for the Project's localized emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Expose sensitive receptors to substantial pollutant concentrations.***

Impact Analysis: Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. As concluded in the above discussion of Localized Air Quality Impacts, the sensitive receptors nearest the Project site would not be subject to emissions exceeding SCAQMD LSTs. Nor would the Project create or result in localized CO hot spots. The Project HRA, summarized herein, substantiates that the Project would not generate or result in localized concentrations of TACs that would create or result in potentially significant health risks. On this basis, the potential for the Project to expose sensitive receptors to substantial pollutant concentrations is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Create objectionable odors affecting a substantial number of people.***

Impact Analysis: The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming);
- Wastewater treatment plants;
- Food processing plants;
- Chemical plants;
- Composting operations;
- Refineries;
- Landfills;
- Dairies; and
- Fiberglass molding facilities.

The Project does not propose land uses or activities typically associated with emitting objectionable odors. The Project may, however, generate localized odors due to construction equipment exhaust, application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse).

Standard construction materials storage and disposal requirements would minimize odor impacts from construction. Moreover, any construction-source odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction.

With regard to Project operations, Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with City solid waste regulations. Further, any other odors that may be generated during Project operations would disperse rapidly and would likely be limited to the immediate vicinity of the odor source. The Project would also be required to comply with SCAQMD Rule 402, acting to minimize potential occurrences of public nuisance odors.

As supported by the preceding discussion, the potential for the Project to create objectionable odors affecting a substantial number of people is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***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 quantitative thresholds for ozone precursors.***

Impact Analysis: The Project area is designated as an extreme non-attainment area for ozone, a serious non-attainment area for PM_{10}, and a non-attainment area for $PM_{2.5}$. Germane to these regional non-attainment conditions, the Project-specific evaluation of emissions presented in the preceding analysis discussion demonstrates that for all pollutant categories, the Project's construction-source emissions would not exceed applicable SCAQMD regional significance thresholds, and would be less-than-significant. These same significance thresholds are applied by SCAQMD in determining whether a given project's incremental contribution to criteria pollutant loads in the Basin is cumulatively considerable. Project's construction-source emissions would therefore not result in a cumulatively considerable net increase in $PM_{2.5}$, PM_{10}, VOC and NO_x emissions (ozone precursors) within the encompassing non-attainment area(s).

Similarly, operational emissions impacts of the Project were found to be less-than-significant for all pollutant categories. On this basis, Project operational-source emissions would therefore not result in a cumulatively considerable net increase in $PM_{2.5}$, PM_{10}, VOC and NO_x emissions (ozone precursors) within the encompassing non-attainment area(s). Please refer also to the discussion of cumulative air quality impacts presented at EIR Section 5.0, "Other CEQA Considerations."

Level of Significance: Less-Than-Significant.

Potential Impact: ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases; or generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.***

Impact Analysis:

California Emissions Estimator Mode (CalEEMod) Employed to Estimate GHG Emissions

CEQA Guidelines section 15064.4 (b) (1) states that a Lead Agency may employ a model or methodology of its choice to quantify greenhouse gas emissions associated with a project. The SCAQMD-approved California Emissions Estimator Model (CalEEMod, Model) is accepted by the Lead Agency for modeling of greenhouse gas (GHG) emissions, and was employed in the analysis of Project GHG emissions impacts. CalEEMod calculates air pollutant/GHG emissions from direct and indirect sources, and quantifies pollutant/GHG emissions reductions achieved from mitigation measures. The Model includes and evaluates GHG emissions from the following source categories: construction, area, energy, mobile, waste, water. Considerations applicable to each of these categories are addressed briefly in the following paragraphs.

Construction-Source GHG Emissions

Project construction activities would generate the GHG emissions of CO_2 and CH_4. Construction-source GHG emissions are quantified and amortized over the life of the Project. To this end, and consistent with SCAQMD-recommended methodology, greenhouse gas emissions generated by Project construction activities were totaled and then divided by 30, reflecting an assumed 30-year Project life. The resulting quotient was then summed with annual operational phase GHG emissions under the "Business As Usual" and Project scenarios presented below.

Construction and Operational Life-Cycle Analysis Not Required

A full life-cycle analysis (LCA) for construction and operational activity is not included in this analysis due to the fact that it is not required. Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in construction and operations) depends on emission factors or econometric factors that are not well established for all processes. A Project LCA would be largely, if not wholly speculative and accordingly has not been prepared (see: *CEQA Guidelines* Section 15145. "Speculation").

Operational-Source GHG Emissions

Operational activities associated with the proposed Project will generate CO_2, CH_4, and N_2O emissions due to area sources; building energy use; water supply, treatment and distribution (water use); solid waste management; and mobile-sources (vehicular) energy consumption.

Area Sources

Area Sources (generalized activities associated with landscape and building maintenance) would generate GHG emissions over the life of the Project.

Building Energy Use

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod default parameters were employed in estimating GHG emissions generated by building energy use.

Water Supply, Treatment and Distribution (Water Use)

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey,

treat and distribute water is determined by the volume of water used, as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were employed in estimating GHG emissions generated by water supply, treatment and distribution activities and processes.

Solid Waste Management

Commercial land uses will result in the generation and disposal of solid waste. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. Unless otherwise noted, CalEEMod default parameters were employed in estimating GHG emissions generated by solid waste management activities and processes.

Mobile-Source Emissions

GHG emissions would also be generated by Project-related mobile sources. These mobile source emissions will result from the typical daily operation of motor vehicles by visitors, employees, and customers. Project mobile source emissions are dependent on overall daily vehicle trip generation. Trip characteristics available from the Project TIA (EIR Appendix C) were utilized in this analysis.

Additionally, the SCAQMD recommends analysis of direct and indirect project GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood or documented, and would be challenging to mitigate. SCAQMD further recognizes that the science and methodology to calculate life cycle emissions is not yet established or well-defined, therefore SCAQMD has not recommended, and is not requiring, life-cycle emissions analyses.

GHG Emission Reduction Targets

The CARB Scoping Plan BAU Scenario and City of Pomona Baseline (2007) GHG evaluated herein reflect development of the Project site absent design features, operational programs, mitigation measures, and state requirements established by AB 32 which would collectively act to reduce GHG emissions.

The CARB Scoping Plan considers statewide GHG emissions, and indicates that statewide AB 32 compliance would be achieved provided there is a minimum 28.5 percent reduction in statewide Business As Usual GHG emissions, when considering the time frame 1990 to 2020.

The local responsibility identified in the AB 32 Scoping Plan is equivalent to a 15 percent reduction below Baseline (2007) emissions by 2020. Accordingly, within the City's geographic context, the City Green Plan establishes a 15 percent reduction in Baseline (2007) GHG emissions by 2020.

Project GHG emissions levels that are consistent with the above-noted CARB Scoping Plan and City GHG Baseline emissions reductions targets would be considered compliant with AB 32, and potential Project GHG emissions/Global; Climate Change impacts would be considered less-than-significant.

Annual GHG emissions that would be generated by the Project pursuant to the CARB BAU scenario assumption and under the City Baseline assumption would total 4,236.60 MTCO2e and 3,956.08 MTCO2e, respectively, as presented at Table 4.3-14.

Table 4.3-14
CARB Scoping Plan Business as Usual;
City of Pomona Green Plan Baseline
Annual GHG Emissions Summaries

CARB Scoping Plan

Emission Source	Emissions (CO_2E-metric tons per year)
Construction-source emissions; annual, amortized over 30 years	9.89
Area Sources	6.67e-3
Energy Consumption	307.52
Mobile Sources	3,766.72
Solid Waste Management	120.75
Water Use	31.71
Total CO_2E-Metric Tons Per Year (All Sources)	**4,236.60**

City of Pomona Green Plan

Emission Source	Emissions (CO_2E-metric tons per year)
Construction-source emissions; annual, amortized over 30 years	9.89
Area Sources	6.52e-3
Energy Consumption	293.04
Mobile Sources	3,500.67
Solid Waste Management	120.75
Water Use	31.71
Total CO_2E-Metric Tons Per Year (All Sources)	**3,956.08**

Source: *Walmart 191 Expansion GHG Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.
Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 6.67e-3 = 6.67 x10^{-3} = 6.67 x 0.001 = 0.00667.

Project Scenario

Annual Project GHG emissions are summarized at Table 4.3-15, and are compared to CARB BAU Scenario GHG emissions and City Green Plan Baseline GHG emissions. Project GHG emissions reflect City Green Plan and Municipal Code compliance, State-

implemented GHG emissions reductions measures, and Project attributes that would collectively act to reduce GHG emissions (e.g., urban infill proximate to available transportation systems; contemporary energy-efficient building designs and construction practices; energy conserving operational programs).

Table 4.3-15
Project
Annual GHG Emissions Summary

Emission Source	Emissions (CO_2E-Metric Tons Per Year)
Construction-source emissions; annual, amortized over 30 years	9.89
Area Sources	6.42e-3
Energy Consumption	203.98
Mobile Sources	2,539.73
Solid Waste Management	120.75
Water Use	24.97
Total CO_2E-Metric Tons Per Year (All Sources)	**2,899.33**
CARB BAU Scenario Total CO_2E (All Sources)	**4,236.60**
Project Difference/Percent Reduction	(1,346.5)/31.78%
City Green Plan Baseline Total CO_2E (All Sources)	**3,956.08**
Project Difference/Percent Reduction	(1,056.75)/26.71%

Source: *Walmart 191 Expansion GHG Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.
Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 6.42e-3 = 6.42 $x10^{-3}$ = 6.42 x 0.001 = 0.00642.

As indicated at Table 4.3-15, Project GHG emissions would be reduced by approximately 31.78 percent when compared to the CARB BAU scenario, and by an estimated 26.71 percent when compared to City Baseline conditions. This is consistent with statewide GHG emissions reduction target of 28.5 percent for the period 1990 to 2020 established under AB 32; and the City's local responsibility of 15 percent reduction in Baseline (2007) GHG emissions by the year 2020 established under the City Green Plan. Project compliance with AB 32 GHG emissions reduction targets; and with the

City's local responsibility for reductions in Baseline (2007) GHG emissions supports the conclusion that Project GHG emissions would not, directly or indirectly have a significant impact on the environment.

Summary and Conclusions

Project is Consistent with and Supports AB 32, CARB Scoping Plan, and City of Pomona Green Plan

The analysis demonstrates that the Project is consistent with, or otherwise not in conflict with, recommended measures and actions in the CARB Scoping Plan. The Scoping Plan establishes strategies and measures that would achieve GHG reductions goals set forth in the Global Warming Solutions Act of 2006 (AB 32). More specifically, the CARB Scoping Plan calls for an approximately 28.5 percent reduction in GHG emissions when compared to BAU conditions. As substantiated herein, Project GHG emissions would be reduced by approximately 31.78 percent when compared to the BAU scenario. This reduction is consistent with the target reduction percentage of 28.5 percent based on CARB's AB 32 analysis, and supports the conclusion that Project GHG emissions would not directly or indirectly have a significant impact on the environment.

The Project is also consistent with, and supports, the City of Pomona Green Plan. More specifically, the Green Plan calls for an approximately 15 percent reduction in Baseline (2007) GHG emissions by the year 2020. As substantiated herein, Project GHG emissions would be reduced by approximately 26.71 percent when compared to the Green Plan Baseline emissions estimates. This reduction is consistent with the Green Plan GHG emissions reduction target of 15 percent and supports the conclusion that Project GHG emissions would not, directly or indirectly have a significant impact on the environment.

Project GHG/GCC Impacts are Less-Than-Significant

As supported by the preceding discussions, the potential for the Project to: conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or; generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment is considered less-than-significant.

Level of Significance: Less-Than-Significant.

4.4 NOISE

4.4 NOISE

Abstract

This Section assesses whether the Project would substantially increase ambient noise levels, or otherwise expose land uses to noise or groundborne vibration levels exceeding established standards. In this regard, this Section include evaluates whether the Project would result in or cause:

- *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. This impact would occur if the Project would create or result in noise exposure at receiving occupied land uses exceeding standards established by the City or other applicable jurisdictions; and/or if Project employees or customers were exposed to adverse noise levels.*

- *A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. This condition will occur if the Project temporarily or periodically increases noise levels at receiving occupied land uses in excess of, and for durations longer than, are allowed under applicable City standards.*

- *A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.*

  For vehicular source noise, this impact will occur if:

- *The ambient CNEL is below the applicable land use/noise compatibility guidelines of the Pomona General Plan, and the Project increases the ambient CNEL above applicable guidelines; or*

- *The Project increases the CNEL at any receptor by an audible amount (3.0 dB or more) when the ambient CNEL is equal to or in excess of applicable guidelines.*

For stationary operational/area source noise, this impact will occur if:

- *The ambient noise condition is below the applicable exterior noise standards defined in the City of Pomona Code of Ordinances, and noise generated by the Project increases the ambient noise conditions above applicable standards; or*

- *Project noise increases ambient noise levels by an audible amount (3.0 dB or more) when existing conditions exceed ambient standards.*

- *Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.*

As presented in the following analyses, all potential noise impacts of the Project are determined to be less-than-significant.

4.4.1 INTRODUCTION

This Section presents the noise setting, methodology, standards of significance, and potential noise impacts associated with the Project. Where impacts are determined to be potentially significant, mitigation measures are proposed to avoid or reduce the severity of impacts. The information presented herein has been summarized from the *Walmart 191 Expansion Noise Assessment, City of Pomona* (Urban Crossroads, Inc.) March 31, 2014 (Project Noise Assessment). The Project Noise Assessment in its entirety is presented at EIR Appendix E.

4.4.2 SETTING

Following are discussions of noise and vibration fundamentals applicable to the Project. Existing ambient noise levels and noise sources in the Project vicinity are also identified

4.4.2.1 Fundamentals of Noise

Noise has been simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Figure 4.4-1 presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

Range of Noise

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly measured at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort.

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Urban Crossroads, Inc.

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Figure 4.4-1
Typical Noise Levels

Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous noise levels. The most commonly used figure is the equivalent level (Leq). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. To describe the time-varying character of environmental noise, the City of Pomona relies on statistical noise descriptors, such as L_{25}, L_8, and L_2, which are commonly used. These are the noise levels equaled or exceeded during twenty-five percent, eight percent, and two percent of a stated time, respectively. Sound levels associated with the L_8 and L_2 levels typically describe transient or short-term events, while sound associated with the L_{25} level describes the steady state (or median) noise conditions. The City of Pomona Code of Ordinances relies on these percent noise levels to describe stationary source noise level impacts.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite twenty-four hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any particular time, but rather represents the total sound exposure.

Harmful Effects of Noise

Noise can cause temporary physical and psychological responses in humans. Temporary physical reactions to passing noises range from a startle reflex to constriction in peripheral blood vessels, the secretion of saliva and gastric juices, and

changes in heart rate, breathing patterns, the chemical composition of the blood and urine, dilation of pupils in the eye, visual acuity and equilibrium. The chronic recurrence of these physical reactions has been shown to cause fatigue, digestive disorders, heart disease, circulatory and equilibrium disorders. Moreover, noise is a causal factor in stress-related ailments such as ulcers, high blood pressure and anxiety.

Three harmful effects of noise which are commonly of concern include the prevention or interruption of sleep, speech interference, and hearing loss. Interruption of sleep can occur from low level of noise in the range of 35 to 45 dBA. Speech interference begins to occur at about 40 to 45 dBA and becomes severe at about 60 dBA. Hearing loss can occur from prolonged exposure to noise levels of 75 dBA or greater.

4.4.2.2 Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on the following factors.

Geometric Spreading

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) approximately 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate approximately 3 dB for each doubling of distance from a line source.

Ground Absorption

The propagation path of noise from a highway to a receptor is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet.

For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receptor such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of approximately 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in noise attenuation of approximately 4.5 dB per doubling of distance from a line source.

Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can experience comparatively decreased noise levels. Additionally, received noise levels can be increased due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also substantively affect received noise levels.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a noticeable noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of-sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure.

4.4.2.3 Traffic Noise Prediction

According to the *Highway Traffic Noise Assessment and Abatement Policy and Guidance*, provided by the FHWA, the level of traffic noise depends on three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the vehicle mix within the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. A doubling of the traffic volume, assuming that the speed and vehicle mix do not substantively change, results in a noise level increase of approximately 3.0 dBA. The vehicle mix on a given roadway may also have an effect on community noise levels. As the number of medium and heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise level impacts will increase. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires on the roadway.

4.4.2.4 Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 10 to 15 dBA. A noise barrier is most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to be effective, it must be high enough and long enough to block the view of the noise source.

4.4.2.5 Vibration

Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is termed structure borne noise. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or man-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. In an urban environment, vibration impacts are generally associated with activities such as train operations, construction operations, and heavy truck movements.

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. However, unlike sound measurements; there is no standard way of measuring and reporting amplitude. Vibration may be expressed in terms of

peak particle velocity (PPV) in inches per second (in/sec). Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response (annoyance). It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The root mean square (RMS) of a signal is the average of the squared amplitude of the signal, typically calculated over a one-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe human response to vibration.

The background vibration-velocity level in residential areas is generally 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. The range of interest or potential concern regarding received vibration levels is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction activities can generate groundborne vibrations, which can pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants. Construction vibrations can be transient, random, or continuous. Transient construction vibration sources include blasting, impact pile driving, and wrecking balls. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment. Continuous vibration may result from vibratory pile drivers, large pumps, horizontal directional drilling, and compressors.

4.4.2.6 Land Use Compatibility with Noise

Certain land uses or occupancy types are more sensitive to noise than are others. For example, schools, hospitals, churches and residences are more sensitive to noise intrusion than are commercial or industrial activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land

use compatibility with the noise environment is an important consideration in the planning and design process.

4.4.2.7 Sensitive Receptors

Land uses classified as noise-sensitive by the State of California include: schools, hospitals, rest homes, long-term care centers, and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, libraries, and recreation areas to be noise-sensitive. Moderately noise-sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs.

Land uses which are considered less sensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

This study considers likely maximum potential noise impacts at proximate sensitive noise receptors and employs the City's most restrictive Noise Zone 1, "Single-family Residential Properties" noise standards. Noise-sensitive land uses nearest the Project site are identified at Figure 4.4-2, and are described below.

Sensitive receptors in the vicinity of the Project site include the single-family residential land uses (Receptor R1), located approximately 975 feet northwesterly of the Project site, across Rio Rancho Road. Single-family residential land uses are also located approximately 590 feet easterly of the Project site (Receptor R2) across the SR-71 Freeway. Multi-family residential land uses are located approximately 1,810 feet southwesterly of the Project site (Receptor R3).

LEGEND:

- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- ZONED COMMERCIAL
- POMONA RANCH PLAZA BOUNDARY
- R1 RESIDENTIAL RECEPTOR
- Air Condensing Unit
- Parking Lot
- Loading Dock
- Shopping Cart Corral

N

NOT TO SCALE

Source: Urban Crossroads, Inc.

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Figure 4.4-2
Sensitive Receptor Locations

4.4.2.8 Current Noise Exposure

Noise Monitoring

The Project site and surrounding ambient noise environment is dominated by vehicular-source noise emanating from the adjacent SR-71 freeway. Recent ambient noise monitoring along the SR-71 freeway corridor has been conducted in conjunction with other City environmental analyses, and is considered representative of freeway noise conditions in the vicinity of the Project. In this regard, noise monitoring conducted as part of the noise impact analysis for the Rio Rancho Towne Center Project, located opposite the Project site on the northeasterly side of the SR-71 freeway, indicate that the ambient noise levels at line-of-sight locations approximately 150 feet westerly of the freeway corridor are estimated at a maximum 70.7 dBA daytime/nighttime, and 77 dBA CNEL.[1] Translated to the Project site (approximately 250 feet westerly of the freeway corridor) maximum ambient noise conditions would approximate 68.9 dBA daytime/nighttime and 75.2 dBA CNEL along the easterly edge of the Walmart site with direct exposure to SR-71 freeway noise.[2]

These monitored and estimated noise levels are consistent with noise contour modeling presented in the City General Plan. More specifically, the City General Plan at Figure 7-G.2: "Projected Noise Contours" indicates that under General Plan Buildout conditions, noise contours adjacent to the SR-71 freeway in the vicinity of the Project would equal or exceed 70 dBA CNEL; and in the area encompassing the Project site, noise levels would range from 65 dBA CNEL to 70 dBA CNEL.

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[1] Rio Rancho Towne Center EIR July 2012 (SCH No. 2012051007); Appendix E, *Rio Rancho Towne Center Noise Impact Analysis* (Urban Crossroads, Inc.) July 3, 2012, page 15. Noise monitoring conducted at unprotected locations approximately 150 feet westerly of the SR-71 southbound lanes.

[2] Assumes maximum of 3.0 dBA noise attenuation for each doubling of source–receptor separation: 150 ft/250 ft = 0.6 x 3.0 dBA = 1.8 dBA noise attenuation.

4.4.3 EXISTING POLICIES AND REGULATIONS

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains fairly constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

4.4.3.1 State of California

Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides noise/land use compatibility guidance. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to "limit the exposure of the community to excessive noise levels." In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

California Building Code

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located

near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or more. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

4.4.3.2 City of Pomona Noise Standards

Pomona General Plan Noise & Safety Component

Germane to the Project, the City of Pomona General Plan (Section 7, Noise & Safety Component) considers land use and noise compatibility guidelines, and identifies exterior noise level compatibility standards for transportation-related noise. The Noise & Safety Component of the General Plan acts to control and abate environmental noise, and to protect the citizens of Pomona from excessive exposure to noise. In addition, the Noise & Safety Component identifies noise Goals and Polices designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life. To protect Pomona residents from excessive noise, the Noise & Safety Component establishes the following Goals. Project support of, and consistency with, the stated Goals are indicated by italicized text.

> 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. *The Project commercial/retail uses are compatible with the existing noise environment. As substantiated in the Project Noise Assessment, the Project would not generate adverse noise levels received at sensitive receptors.*

> 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. *The Project commercial/retail uses are compatible with the existing noise environment. The Project does not propose or require new or expanded*

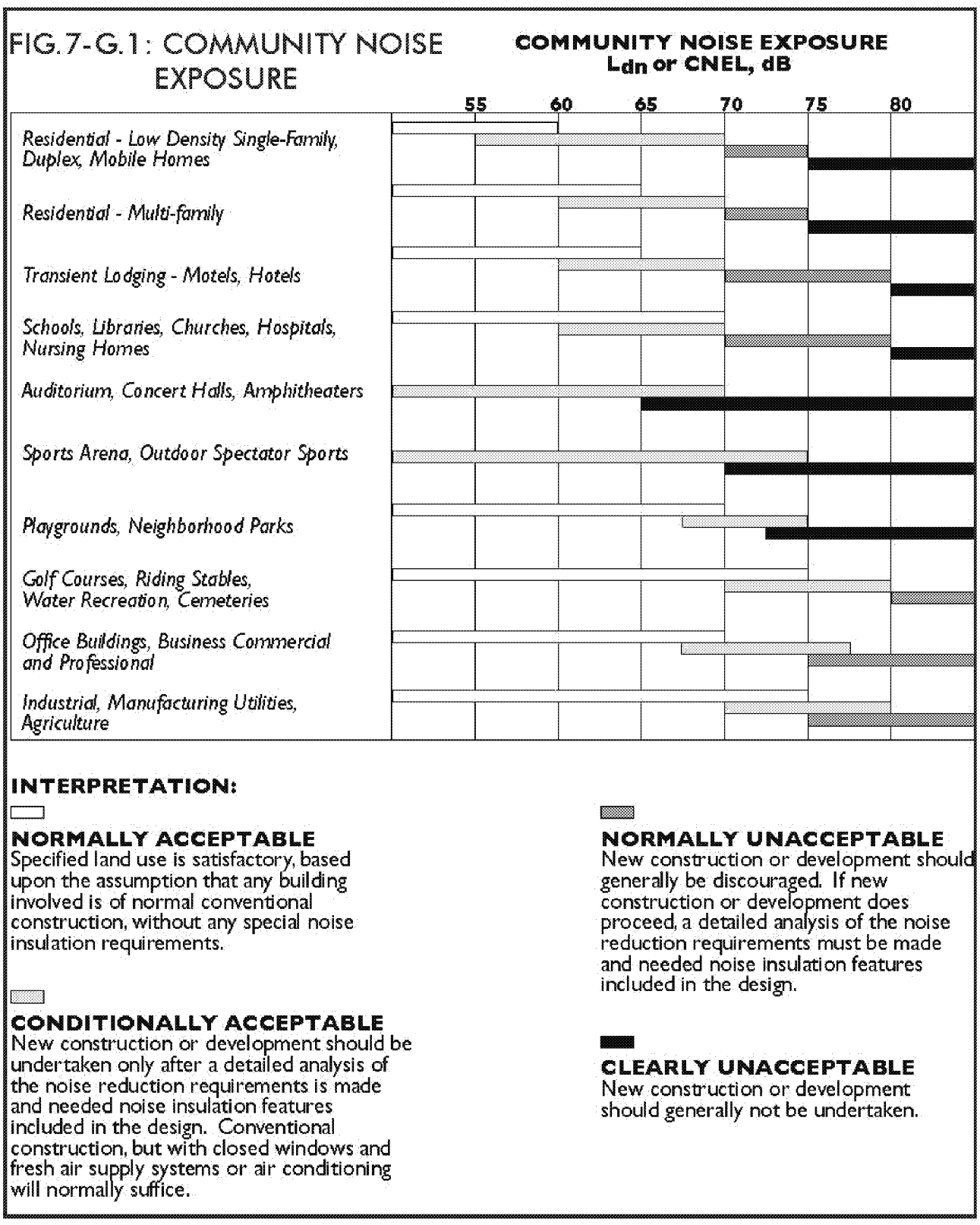
transportation facilities that would potentially affect noise-sensitive land uses. Further, as substantiated herein, additional traffic generated by the Project would not discernibly affect noise environments along area roadways.

City of Pomona General Plan Noise & Safety Component noise Policies (listed below) provide guidelines and standards that when implemented would achieve the above-stated Goals. Project support of, and consistency with, the stated Policies are indicated by italicized text.

7G.P1 As part of development review, use Figure 7-G.1 (Land Use Compatibility for Community Noise Environments)[3] to determine acceptable uses and insulate on requirements in noise-impacted areas. *Ambient noise conditions along the SR-71 freeway corridor in the Project vicinity approximate 65 to 75 dBA CNEL in the Project vicinity. As indicated at General Plan Figure 7-G.1 (EIR Figure 4.4-3), commercial uses such as those proposed by the Project are considered conditionally acceptable, provided that conventional construction methods and materials are employed, with fresh air supplies and air conditioning, and fixed/sealed windows. The Project would employ contemporary commercial designs and construction techniques, would be air-conditioned, and would incorporate fixed/sealed windows. All Project construction plans would be subject to City review and approval to ensure that appropriate interior noise conditions would be maintained.*

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). Where such uses are permitted, require incorporation of mitigation measures to ensure that interior noise levels do not exceed 45 dB CNEL, including:

[3] Figure 7-G.1, "Land Use Compatibility for Community Noise Environments" is reproduced herein as Figure 4.4-3.



Source: Pomona General Plan Update, 2011.

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Figure 4.4-3
Land Use and Noise Compatibility Table

• 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.

The Project commercial/retail uses are compatible with the existing noise environment. The project does not propose, nor would it require location of new noise-sensitive uses in areas with projected noise levels greater than 65 dB CNEL. As substantiated herein and within the Project Noise Assessment (EIR Appendix E), the Project would not generate adverse noise levels (from fixed equipment, air conditioning units/condensers, or any operations or other sources) that would potentially result in adverse noise levels at sensitive receptors.

7G.P3 Continue to restrict noise and require mitigation measures for any noise emitting construction equipment or activity. *As substantiated herein and within the Project Noise Assessment (EIR Appendix E), the Project would not generate adverse noise levels (from fixed equipment, air conditioning units/condensers, or any operations or other sources) that would potentially result in adverse noise levels at sensitive receptors.*

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. *The Project would be implemented in the SR-71/Rio Rancho Road Regional*

Activity Center, and would not affect, or be affected by, Metrolink station facilities or operations.

4.4.3.3 City of Pomona Noise Ordinance

The City of Pomona Noise and Vibration Control Ordinance (Ordinance) regulates noise and vibration originating from private properties such as the Project site. The Ordinance (Section 18-310) designates five noise zones for different types of land uses, as follows:

- Noise Zone 1 – Single Family Residential Properties;
- Noise Zone 2 – Multiple-Family Residential Properties;
- Noise Zone 3 – Commercial Properties;
- Noise Zone 4 – Industrial Properties; and
- Noise Zone 5 – High Traffic Corridors.

The Ordinance at Section Sec. 18-311, below, establishes allowable exterior noise levels for each Noise Zone, summarized at Table 4.4-1.

Table 4.4-1
City of Pomona Noise Ordinance Standards

Noise Zone	Time Interval	Allowable Exterior Noise Level
1	10:00 PM to 7:00 AM 7:00 AM to 10:00 PM	50 dB(A) 60 dB(A)
2	10:00 PM to 7:00 AM 7:00 AM to 10:00 PM	50 dB(A) 65 dB(A)
3	10:00 PM to 7:00 AM 7:00 AM to 10:00 PM	60 dB(A) 65 dB(A)
4	Any	70 dB(A)
5	Any	70 dB(A)

Source: City of Pomona Noise Ordinance

The Project Study Area comprises residential (Noise Zone 1, Noise Zone 2) and commercial (Noise Zone 3) land uses. "Noise Zone 1 – Single Family Residential

Properties" noise standards have been applied to all noise-sensitive properties, e.g., residential land uses in the Project vicinity.

As indicated at Table 4.4-1, under the Noise Ordinance, for Noise Zone 1 properties, the allowable exterior noise level during the daytime hours of 7:00 a.m. to 10:00 p.m. is 60 dBA while during nighttime hours of 10:00 p.m. to 7:00 a.m., the allowable exterior noise level is 50 dBA. Additionally, Noise Ordinance Section 18-311(b) states that the allowed exterior noise levels should not be exceeded for a cumulative period of 30 minutes in any hour; or the standard plus 5 dBA for a cumulative period of 15 minutes in any hour; or the standard plus 10 dBA for a cumulative period of 5 minutes in any hour; or the standard plus 15 dBA for a cumulative period of 1 minute in any hour; and shall not exceed the standard plus 20 dBA at any time. In addition, if the ambient noise level exceeds any of the noise limits, the cumulative period shall be increased to reflect such ambient noise level.

Section 18-305 (3) of the City's Noise Ordinance defines limits for construction-related noise in terms of maximum dBA noise levels at different time intervals. The maximum allowable noise levels depend on the noise zones affected, time of the day and if the source is from mobile equipment (such as forklifts, backhoes, hauling trucks) or stationary equipment (such as pumps, compressors and generators). The maximum construction-source noise level allowed at residential uses (at all Noise Zone 1 land uses for the purposes of this discussion) is 60 dBA Leq plus the limits specified at Ordinance Section 18-311 (b) as presented above. The hours in which construction-related activities are allowed are between 7:00 a.m. and 8:00 p.m. on weekdays and Saturdays. Construction is not permitted on Sundays or any federal holidays.

Vibration generated by construction activities is exempt from Ordinance requirements provided that . . . " such activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday, and provided . . . any vibration created does not endanger the public health, welfare and safety" (Ordinance Section 18-305(3)).

4.4.4 STANDARDS OF SIGNIFICANCE

Based on the noise criteria presented above, and direction provided within the *CEQA Guidelines* as implemented by the City of Pomona, Project noise impacts would be considered potentially significant under 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. This impact would occur if the Project would create or result in noise exposure at receiving occupied land uses exceeding standards established by the City of Pomona General Plan or City of Pomona Noise Ordinance Section 18-311.

- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. This condition will occur if the Project temporarily or periodically increases noise levels at receiving occupied land uses in excess of, and for durations longer than, are allowed under City Noise Ordinance Section 18-311.

- A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

  Vehicular Source Noise

  Project-generated vehicular noise impacts were assessed by determining the Project's incremental contribution to ambient roadway noise levels. In this regard, an increase of 3 dBA CNEL or higher would be considered substantial, as it is within the range where humans can discern a change in noise levels (FHWA 1980). Noticeable increases of 3 dBA CNEL typically occur with a doubling of roadway traffic volumes. In terms of the Project's potential contribution to vehicular noise impacts, if the Project were to double the traffic volumes on streets within the Study Area, this would likely increase the traffic noise level by approximately 3 dBA CNEL which could be perceptible and/or could result in noise levels that would exceed applicable Noise Ordinance thresholds.

Stationary Source Noise

- The ambient day/night noise level is below the applicable Noise Zone standard established under the City of Pomona Noise Ordinance, and noise generated by Project operational/area sources increases the day/night noise levels above applicable Noise Zone standards. In the case of the Project, the likely maximum impact scenario is established through evaluation of the Project's operational/area source noise levels against the City's Noise Zone 1 residential standards (60 dBA daytime /50 dBA nighttime); or

- Project operational area/source noise were to increase the day/night conditions by a potentially discernible amount (3 dB or more) when the ambient average day/night conditions exceed the 60 dBA daytime/50 dBA nighttime standard.

- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.

- 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, 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 residing or working in the Project area to excessive noise levels.

4.4.5 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.4.5.1 Overview

The following discussions focus on areas where it has been determined that the Project may result in potentially significant noise/vibration impacts, based on the analysis presented within this Section, included within the EIR Initial Study (EIR Appendix A), or in response to comments provided through the NOP process. The following two (2) potential impacts are not applicable because the Project site is not located near a public

or private airport. On this basis, the Project's potential impacts in these regards are determined to be less-than-significant, and are not further discussed in this Section:

- 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, 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 residing or working in the Project area to excessive noise levels.

Please refer also to Initial Study Checklist Item XII., "Noise."

4.4.5.2 Impact Statements

The following analysis addresses the potential noise impacts that are expected to occur as a result of the Project. Noise levels will change both on-site and off-site if the Project is approved and implemented. The discussion of potential noise impacts is organized to reflect categories or types of Project noise sources, including:

- Construction-source Noise;
- Vehicular-source Noise;
- Operational/Area-source Noise; and
- Vibration.

For each topical discussion, potential impacts are evaluated under applicable criteria established above at Section 4.4.4, "Standards of Significance."

CONSTRUCTION-SOURCE NOISE

The Federal Highway Administration Construction Noise Handbook 2011 (FHWA Handbook, Handbook) provides a comprehensive database of default construction equipment reference noise emission levels.[4] The FHWA Handbook and supporting

[4] See: http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm.

materials have been refined and expanded over a period of more than forty years since its initial publication in 1977, and the Handbook provides the basis for the evaluation of construction equipment noise emissions levels presented herein.

The Handbook database identifies noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Construction equipment noise levels reflected in the FHWA Handbook can range from approximately 70 dBA to noise levels in excess of 100 dBA when measured at 50 feet. These noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 78 dBA measured at 50 feet from the noise source to the receptor would be reduced to 72 dBA at 100 feet from the source to the receptor, and would be further reduced to 66 dBA at 200 feet from the source to the receptor.

Construction noise is specifically addressed under the City of Pomona Noise Ordinance, as follows:

> **Sec. 18-305. Exemptions**
>
> (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 PM and 7:00 AM 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 [Noise Ordinance] section 18-311(b) as measured on residential property and any vibration created does not endanger the public health, welfare and safety.

On this basis, a conflict with applicable Ordinance standards, and/or a substantial increase in ambient noise levels in the Project vicinity above levels existing without the Project would occur if Project construction-source noise exceeds the Noise Ordinance standard of 65 dB(A) plus the limits specified in [Noise Ordinance] section 18-311(b) as measured on residential (Noise Zone 1) property.

Potential noise increases attributable to Project construction activities would be considered a temporary/periodic increase in ambient noise conditions. Relevant CEQA threshold considerations, addressed as "Potential Impacts" in the following discussions, are:

- Project construction noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance; or

- Project construction noise would result in a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Potential Impact: ***Project construction noise would result in exposure of persons to, or generation of, noise levels in excess of City standards.***

Impact Analysis: Project construction-source noise would result from the following primary activity types:

- Demolition;
- Grading/Site Preparation;
- Building Construction;
- Paving; and
- Architectural Coating.

Demolition

The Project site expansion area is essentially level and abuts the existing Walmart to the south. In the course of site preparation and expansion of the existing Store, the southerly façade would be partially demolished and reconstructed to connect to the expansion area, and certain other on-site parking areas and/or other supporting facilities would be demolished over the course of site preparation activities.

Grading/Site Preparation

Project grading activities and associated use of heavy equipment would likely comprise the most substantive source of construction noise. Due to on-site movements of grading equipment, the resulting noise levels experienced at off-site sensitive receptors would fluctuate, with peak noise levels occurring when equipment passes nearest the receptor under consideration.

Building Construction

Building construction activity noise sources would include heavy equipment (e.g., cranes, forklifts, concrete mixers, etc.) that would be employed during the physical building construction.

Paving

Paving activity noise sources would include the movement of materials, as well as necessary curb and gutter work, road base material placement, and blacktopping activities.

Architectural Coating

Noise sources during architectural activities would include air compressors, generators, and similar smaller equipment types.

Table 4.4-2 summarizes FHWA default maximum noise levels for equipment that would likely be used during Project construction activities. The equipment types listed are consistent with those assumed in the Project Air Quality Impact Analysis. This Table also indicates the noise levels that would be received at the nearest sensitive receptors

(residential land uses located approximately 590 feet easterly of the Project site, across the SR-71 freeway).

Table 4.4-2

Activity	Equipment	FHWA Default Max Noise Level at 50 feet (dBA) [1]	Max Noise Level at Nearest Sensitive Receptor (dBA) [2]
Demolition	Concrete/Industrial Saws	90	69
	Crushing/Proc. Equipment	85	64
	Rubber Tired Dozers	85	64
	Tractors/Loaders/Backhoes	84	63
Grading	Graders	85	64
	Water Trucks	85	64
	Rubber Tired Dozers	85	64
	Tractors/Loaders/Backhoes	84	63
Building Construction	Cranes	85	64
	Forklifts	85	64
	Generator Set	82	61
	Tractors/Loaders/Backhoes	84	63
	Welders	74	53
Paving	Cement and Mortar Mixer	85	64
	Pavers	85	64
	Paving Equipment	85	64
	Rollers	85	64
	Tractors/Loaders/Backhoes	84	63
Architectural Coatings	Air Compressors	80	59

Source: FHWA Construction Noise Handbook

Notes:

[1] Default noise levels from *FHWA Construction Noise Handbook*, Chapter 9.0 Construction Equipment Noise Levels and Ranges, Table 9.1 "RCNM [Roadway Construction Noise Model] Default Noise Emission Reference Levels and Usage Factors."

[2] Received noise levels conservatively assume line-of-sight noise propagation/reception, with no attenuating factor other than distance.

As indicated at Table 4.4-2, maximum construction-source noise levels received at the nearest sensitive receptors are expected to range from 53 to 69 dBA. Pursuant to the City Noise Ordinance, received noise levels exceeding 65 dBA would be considered potentially significant, except when ambient noise conditions already exceed 65 dBA. In which case, the ambient condition establishes the baseline acceptable noise standard. As noted herein, the ambient noise condition along the SR-71 freeway already exceeds 70 dBA. Maximum Project-related construction-source noise received at the nearest sensitive receptor (69 dBA) would not exceed the ambient condition (>70 dBA) and therefore would not exceed the applicable City standard.

Moreover, existing physical conditions would act to further attenuate any Project construction-source noise received at the residential properties located opposite the Project site, across the SR-71 Freeway. Notably, these receptors are at elevations approximately 10 to 20 feet below the Project site, and are physically shielded from any noise emanating from the Project site by the intervening SR-71 Freeway. Vegetation along the Freeway corridor; and residential property boundary walls would also contribute to aggregate noise attenuation.

Based on the preceding discussion, the potential for Project construction-source noise to result in exposure of persons to, or generation of, noise levels in excess of City standards is considered less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Project construction activities and associated noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.***

Impact Analysis: Construction noise is not considered a source of permanent noise increases, and associated threshold questions are not germane.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Project construction activities and associated noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.***

Impact Analysis: Project construction activities could result in maximum noise levels of approximately 69 dBA at the nearest sensitive receptor land uses. The ambient noise condition at these land uses exceeds 70 dBA. As such, noise generated by Project construction activities would likely be imperceptible against ambient conditions, and Project construction-source noise would not represent a substantial temporary or periodic increase in ambient noise levels. The potential for Project construction activities and associated noise to result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project is therefore considered less-than-significant.

Level of Significance: Less-Than-Significant.

VEHICULAR-SOURCE NOISE

Potential Impact: ***Project vehicular source noise would result in exposure of persons to, or generation of, noise levels in excess of standards established by the City.***

Impact Analysis:

Vehicular Noise

Project-generated vehicular noise impacts were assessed by determining the Project's incremental contribution to ambient roadway noise levels. In this regard, an increase of 3 dBA CNEL or higher would be considered substantial, as it is within the range where humans can discern a change in noise levels (FHWA 1980).

All other factors being equal, the logarithmic nature of the dB scale means that a doubling of the traffic volumes results in a 3 dB increase in noise levels, regardless of the absolute number of vehicles. Relative increases in noise levels resulting from increases in traffic volumes are summarized at Table 4.4-3.

Table 4.4-3

Relative Increases in Noise Level from Increased Traffic Volumes

Increase in Traffic Volume (Percent)	*Increase In Traffic Noise (dBA, approx.)
10	0.4
20	0.8
30	1.1
40	1.5
50	1.8
60	2.0
70	2.3
80	2.6
90	2.8
100	3.0
*Note: Increase in traffic noise = $10*\log_{10}$ (Relative Traffic Increase); e.g. A 10 percent increase in traffic = 1.1 x existing traffic: resulting increase in traffic noise = $10*\log_{10}1.1=10*.041=.41$dBA; A 100 percent in traffic = 2.0 x existing traffic: resulting increase in traffic noise = $10*\log_{10}2.0=10*.30=3.0$ dBA.	

In terms of the Project's potential contribution to vehicular noise impacts, if the Project were to double the traffic volumes on streets within the Study Area, this would likely increase the traffic noise level by approximately 3 dBA which could be perceptible and/or could result in noise levels that would exceed applicable Noise Ordinance thresholds.

All Project traffic would ultimately access the Project site via Rio Rancho Road[5] as it traverses the City of Pomona. Existing ambient noise conditions along Rio Rancho Road within the Study Area range from 70.8 dBA CNEL to 74.7 dBA CNEL at 100 feet from the roadway centerline.[6] These ambient noise conditions exceed the City's acceptable baseline Noise Ordinance standards, and also exceed noise levels that are conditionally acceptable for sensitive receptor land uses as presented in Figure 4.4-3. An incremental increase in ambient vehicular-source noise conditions of 3.0 dBA or greater would therefore be considered significant, and would exceed applicable City standards.

[5] Rio Rancho Road becomes Philadelphia Street east of Garey Avenue.

[6] Rio Rancho Towne Center EIR July 2012 (SCH No. 2012051007); Appendix E, *Rio Rancho Towne Center Noise Impact Analysis* (Urban Crossroads, Inc.) July 3, 2012, page 25, Table 6-1.

Analysis of Project vehicular noise contributions along this roadway would therefore establish the Project's likely maximum vehicular-source noise impacts. In this regard, for commercial developments such as the Project, traffic volumes (and related traffic noise) tend to concentrate along the development's major access corridor(s), and are generally dispersed/diminished with increasing distance from the development under consideration.

The Project TIA (EIR Appendix C) and associated traffic modeling indicates that none of the potentially affected Rio Rancho Road segments would experience a doubling of traffic volumes as a result of Project traffic (please refer to Table 4.4-4).

Table 4.4-4
Project-Related Increase in Study Area Traffic Volumes

Rio Rancho Road Segment	Existing ADT (1000's)	Project ADT (1000's)	Project Increase in Traffic (%)	Project Increase in Traffic Noise (dBA, approximate)
West of Rancho Camino Dr.	14.0	0.9	6.4	0.3
Rancho Camino Drive to Pomona Ranch Plaza West Dwy.	15.0	1.4	9.3	0.4
Pomona Ranch Plaza West Dwy. to SR-71 SB Ramps	22.0	2.7	12.3	0.5
SR-71 SB Ramps to SR-71 NB Ramps	27.0	2.3	8.5	0.4
SR-71 NB Ramps to Auto Center Dr.	31.0	3.6	11.6	0.5
Auto Center Dr. to Park Ave.	17.2–17.6	2.7	15.7–15.3	0.6
Park Ave. to Garey Ave.	14.9–15.2	2.2	14.8–14.5	0.6
Garey Ave. to Towne Ave.	11.5–10.8	0.8	7.0–7.4	0.4
Towne Ave. to Reservoir St.	9.5–8.4	0.5	5.3–5.9	0.2
East of Reservoir St.	7.1	0.3	4.2	0.2

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), February 24, 2014; Existing Average Daily Traffic Volumes–Exhibit 3-5; Project Average Daily Traffic Volumes–Exhibit 4-2.

As indicated at Table 4.4-4, Rio Rancho Road easterly of the Project site would be affected to the greatest degree by Project traffic; even here, average daily traffic volumes would increase by a maximum of approximately 16 percent when compared to existing conditions. More typically, Project traffic would increase area average daily roadway traffic volumes by less than 15 percent when compared to existing conditions. As also

indicated at Table 4.4-4, resulting increased noise levels along these streets would be less than 1.0 dBA, and would not be perceptible at any receptors along the affected roadways.

Summary

Based on the preceding discussions, Project vehicular source noise would not result in perceptible noise increases, and would not exceed applicable City standards. The potential for Project vehicular source noise to result in exposure of persons to, or generation of, noise levels in excess of standards established by the City is therefore less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Project vehicular source noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.***

Impact Analysis: Vehicular source noise is addressed as a permanent source of noise, rather than a temporary or periodic source of noise increases. As such, associated threshold questions are not germane.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Project vehicular source noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.***

Impact Analysis: As discussed previously, Project-related increases in vehicular source would be substantively less than 3.0 dBA, and therefore would not be perceptible. As such, the Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Level of Significance: Less-Than-Significant.

OPERATIONAL/AREA-SOURCE NOISE

Potential Impact: ***Project operational/area-source noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.***

Impact Analysis: The general and persistent level of activity within the site may result in a permanent substantial increase in ambient noise levels. Additionally, certain short term periodic noise events may exceed applicable Noise Ordinance Standards. Characteristic Project noise sources contributing to average noise levels include: truck loading/unloading docks, roof-top air condenser units, shopping cart corrals, and parking lot activities. Locations of these anticipated noise sources are indicated at previous Figure 4.4-2. Noise receiver locations R1 through R3, also indicated at previous Figure 4.4-2, were again used to represent the nearest off-site residential and commercial noise receptor locations, respectively. The following assessments address noise levels that could result from each noise category, and each type of activity within these categories.

Reference Noise Levels

Reference noise levels that would be generated by Project stationary/area sources are summarized at Table 4.4-5, and are described subsequently.

Table 4.4-5
Reference Noise Level Measurements

Noise Sources[1]	Duration (minutes)	Distance From Source (Feet)	Noise Source Height (Feet)	Hourly Activity[2] (Minutes)	Noise Level (Leq dBA)
Loading Dock Activities	1:00	20.0	8.0	18	77.3
Air Condenser	1:00	5.0	5.0	30	81.9
Shopping Cart Corral	0:16	5.0	3.0	20	72.9
Parking Lot Activity	15:00	5.0	4.0	60	60.1

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), February 24, 2014
[1] Noise reference measurement sources provided in the Project Noise Study (Draft EIR Appendix E, Table 5-1).
[2] Duration (minutes within the hour) of noise activity during peak hourly conditions.

Truck Loading/Unloading

As part of its operations, the Walmart building would include truck doors and loading facilities at the rear of the store. Six delivery docks are proposed along the store's easterly elevation. Truck deliveries may occur 24 hours per day, and would consist of both larger, semi-trucks (3 + axle tractor-trailer combinations with trailers up to 53 feet in length), and small to medium size (two-axle) trucks.

Loading docks would be recessed below grade and would be constructed to allow trailers to seal to the docks, thereby directing the unloading noise into the store, rather than onto neighboring uses. As designed and constructed, all Project loading dock areas (along with proposed trash compactors and pallet storage areas proposed at the rear of the Walmart store) would be screened to reduce potential fugitive light/noise impacts.

Noise sources associated with the typical operation of loading docks include maneuvering, loading and unloading of delivery trucks (large and small), refrigeration equipment, engine idling, and airbrakes. Delivery truck activities would last an average of three to six minutes per truck, depending on whether or not the loading bay is empty at the time of arrival. In the event idling does occur, idling time would be limited to no more than five minutes under State law (California Code of Regulations, Title 13 Section 2485). Delivery trucks are generally equipped with an engine shutdown system that automatically turns off the engine after five minutes of idling. To establish a likely maximum impact scenario, the Project Noise Study reflects three truck deliveries within a one-hour period under both daytime and nighttime conditions. A maximum average

delivery time of 6 minutes for each truck was modeled, yielding a total of 18 minutes of peak noise activity during the analysis hour.

Air Conditioning Units

In order to assess the impacts created by the roof-top air conditioning units at the planned Project site, reference noise level measurements were taken at the Rancho Cordova Walmart on October 13, 2010, located at 10655 Folsom Boulevard in the City of Rancho Cordova. The noise level measurements describe a cluster of mechanical rooftop condensers consisting of two Krack MXE-04 4-fan units and one MXE-02 2-fan unit. It is anticipated that acoustically similar or quieter mechanical rooftop condensers would be implemented under the Project. At a distance of 5 feet for the cluster of rooftop condensers, the exterior noise levels were measured at 81.9 dBA Leq. For the purpose of this noise analysis, the air condenser units were observed to be located on the roof at a noise elevation of 25 feet and are estimated to operate for approximately 30 minutes during typical daytime and nighttime conditions. Potential noise attenuation that would be provided by rooftop mechanical equipment screening and parapet walls was not assumed in the analysis.

Shopping Cart Corrals

To evaluate the noise level impacts from shopping carts placed by customers into assigned shopping cart areas, Urban Crossroads collected noise level measurements at the Laguna Niguel Walmart on May 30, 2012. At a distance of five (5) feet from the noise source, the noise associated with the placement of the shopping carts into the corral was measured at 72.9 dBA Leq. The noise impacts are primarily due to the metal shopping carts crashing into other carts already placed in the corral, as well as striking the side rails. Noise impacts can be expected to occur for approximately 20 minutes an hour during typical daytime and nighttime conditions.

Parking Lot Activity

To determine the noise level impacts associated with parking lot noise, Urban Crossroads collected reference noise level measurements at the Laguna Niguel Walmart on May 30, 2012. The fifteen minute noise level measurement collected there indicates

that parking lot activity generates a noise level of 60.1 dBA Leq at a distance of five feet. Parking lot noise levels are primarily due to cars pulling in and out of spaces, car alarms sounding, and customers moving shopping carts. Noise associated with parking lot activity during the typical daytime and nighttime conditions are assumed for the entire analysis hour.

Summary of Project Operational/Area-Source Noise Contributions

Based on the reference noise levels and noise source characteristics and parameters described previously, Table 4.4-6 summarizes estimated noise levels that would be received at potentially affected noise-sensitive receptors (Receptors R1, R2, R3 indicated at previous Figure 4.4-2). The expected noise level impacts reflect distance attenuation due to geometric spreading, wherein sound from a localized stationary source propagates uniformly outward in a spherical pattern. With geometric spreading, sounds levels attenuate (or decrease) at a rate of 6 dB for each doubling of distance from a point source. Attenuating factors other than distance were not assumed.

Table 4.4-6
Maximum Project Operational Source Noise at Area Sensitive Receptors

Noise Source	Noise Levels at Receiver Locations (dBA Leq)		
	R1	R2	R3
Loading Dock Activities	36.8	42.1	32.0
Air Condenser	33.1	37.5	27.7
Shopping Cart Corral	20.2	23.9	16.6
Parking Lot Activity	12.6	19.4	8.7
Combined Noise Levels	**38.4**	**43.5**	**33.5**

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), February 24, 2014.

As indicated at Table 4.4-6, maximum Project operational source noise levels at potentially affected area sensitive receptors is estimated at 43.5 dBA. This noise level would not exceed the most restrictive City Noise Ordinance daytime/nighttime standards of 60 dBA and 50 dBA respectively. It is noted also that the received noise levels would be substantively lower than the ambient noise condition of > 70 dBA.

Potential Impact: ***Project operational/area-source noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan or Noise Ordinance.***

Impact Analysis: As discussed above, noise levels attributable to ongoing Project activities and operations would not exceed City standards, as summarized at Table 4.4-6. On this basis, noise generated by Project operations and area sources would not result in exposure of persons to, or generation of, noise levels in excess of City of Pomona standards at receiving residential and commercial land uses. Potential impacts would be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Project operational/area-source noise would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.***

Impact Analysis: As discussed above, noise levels attributable to ongoing Project activities and operations would not exceed City Noise Ordinance Standards. As such, temporary and periodic peak noise events generated by Project operations and area/site sources would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Potential impacts would be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impact: ***Project operational/area-source noise would result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.***

Impact Analysis: Evaluation of the potential for Project operational/area-source noise to substantially and permanently increase ambient noise levels is reflected by relative change in average day/night conditions due to Project operations/site activities.

As discussed in the preceding analysis, Project operational and area-source noise would not exceed City standards, and thus would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Potential impacts in this regard would be less-than-significant.

Level of Significance: Less-Than-Significant.

VIBRATION

The following discussion addresses the Project's potential to generate groundborne vibration and related groundborne noise. The Project does not propose or require uses or facilities that would cause or result in groundborne vibration or groundborne noise. However, as discussed below, Project construction could result in varying degrees of ground vibration and associated groundborne noise depending on the equipment and methods used, distance to the affected structures and soil type.

Potential Impact: ***Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise.***

Impact Analysis: As noted above, operational aspects of the Project do not include nor require equipment, facilities, or activities that would result in substantial groundborne vibration or groundborne noise. As such, Project operations would not result in, nor cause any groundborne noise or vibration impacts. However, during Project implementation, construction equipment operating within the Project site has the potential to result in off-site vibration impacts.

In this latter regard, *Transportation and Construction-Induced Vibration Guidance Manual* prepared for the California Department of Transportation (Caltrans) indicates that groundborne vibration from construction equipment such as earthmovers and haul trucks, even at distances as close as ten feet, does not create vibration amplitudes that cause structural damage to nearby structures. As a more common occurrence, the effects of groundborne vibration from construction equipment are limited to movement of

building floors, rattling of windows and objects, and rumbling sounds, resulting in annoyance, but without any damage.

Project construction activities do not propose or require extensive and/or prolonged use of heavy equipment proximate to sensitive receiving land uses or structures. The nearest sensitive land uses are located approximately 590 feet easterly of the project site, across the SR-71 Freeway. The nearest off-site retail/commercial land uses within the Pomona Ranch Plaza would be more than 100 feet from the Project area. As noted above, even at distances as close as ten feet, heavy construction equipment activities do not create vibration amplitudes that could cause structural damage to nearby structures. Nor would Project construction activities employ potential vibration-inducing activities such as pile driving or blasting. At the source-receptor distances germane to this analysis, Project construction-source vibration may at times be perceived; however, it is unlikely that such vibration would cause structural damage or be otherwise substantively detrimental to properties or persons.

It is further noted that construction-source vibration noise is specifically exempted (with provisions) under the City of Pomona Noise Ordinance, as follows:

> **Sec. 18-305. Exemptions**
> (3) Noise sources associated with or *vibration created by construction*, repair, re-modeling or grading of any real property or during authorized seismic surveys, provided such activities do not take place between the hours of 8:00 PM and 7:00 AM 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 [Noise Ordinance] section 18- 311(b) as measured on residential property *and any vibration created does not endanger the public health, welfare and safety* (emphasis added).

The Project would comply with all Ordinance restrictions on construction activities, and would not conduct such activities between the hours of 8:00 PM and 7:00 AM on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Moreover, as indicated in the preceding discussions, there is little (if any) potential for Project construction-source vibration to endanger the public health, welfare and safety. On this basis, the potential for the Project to result in or cause exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise is considered less-than-significant.

Level of Significance: Less-Than-Significant.

4.5 HYDROLOGY AND WATER QUALITY

4.5 HYDROLOGY AND WATER QUALITY

Abstract

This Section of the EIR addresses potential impacts of the Project related to hydrology and water quality. The analysis presented herein focuses on the potential for the Project to:

- *Violate any water quality standards or waste discharge requirements;*
- *Substantially alter the existing drainage pattern of 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;*
- *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;*
- *Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or*
- *Otherwise substantially degrade water quality.*

As supported by the analysis presented in this Section, the above-noted potential hydrology/water quality impacts are determined to be less-than-significant.

4.5.1 INTRODUCTION

This Section evaluates the Project's potential hydrology and water quality impacts. Information contained and referenced in this Section was obtained from: *Preliminary Drainage Study, Proposed Walmart Expansion #2288-06* (Kimley-Horn & Associates, Inc.) July 24, 2014 (Project Drainage Study, EIR Appendix F).

4.5.2 SETTING

4.5.2.1 Introduction

The hydrologic setting described below establishes the baseline against which the Project's potential hydrology/water quality impacts were evaluated. Please refer also to EIR Section 3.0, "Project Description," for a general discussion of the Project's regional and vicinity setting.

The *City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan, and Green Plan Draft Environmental Impact Report* (City General Plan EIR), describes area hydrologic and water quality characteristics, and is summarized and paraphrased in pertinent part within these discussions. Please refer also to City General Plan EIR Section 4.7.

4.5.2.2 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 runoff can accumulate pollutants and, as it flows into waterways, degrade surface waters making them unsafe for drinking, fishing, and swimming. Pomona's stormwater discharges flow to Thompson Creek and San Jose Creek, 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.

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, 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 (SWPPP) 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.

4.5.2.3 Flooding

Flood Hazards

Flood hazards are directly related to precipitation 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. A five-year flood is one that would occur, on average, once every five 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 one-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. 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

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. Other dams located near Pomona include the Thompson Creek Dam and Reservoir and Live Oak Reservoir. As shown in General Plan Figure 7-G.6, "Flooding Hazards & Critical Facilities," the Project site is not located within a potential dam inundation area.

Flood Control

The City of Pomona lies at the edge of the San Antonio Canyon Flood Plain. The City is served by a system of local storm drains and several large flood control channels which

convey storm waters away from the City. Major flood control facilities serving the City include the following.

- San Antonio Creek, which serves as a major flood control channel for the region, is located less than one-half mile to the east of the Project site. Most of San Antonio Creek is a concrete-lined channel, which generally follows the boundary between the counties of Los Angeles and San Bernardino, from the San Antonio Dam Spreading Grounds at the north, to its confluence with Chino Creek south of the City, near the SR-71 interchange with Chino Avenue. The San Antonio Creek channel continues from this point to the Prado Flood Control Basin and the Prado Dam, which ultimately connects to the Pacific Ocean via the Santa Ana River.

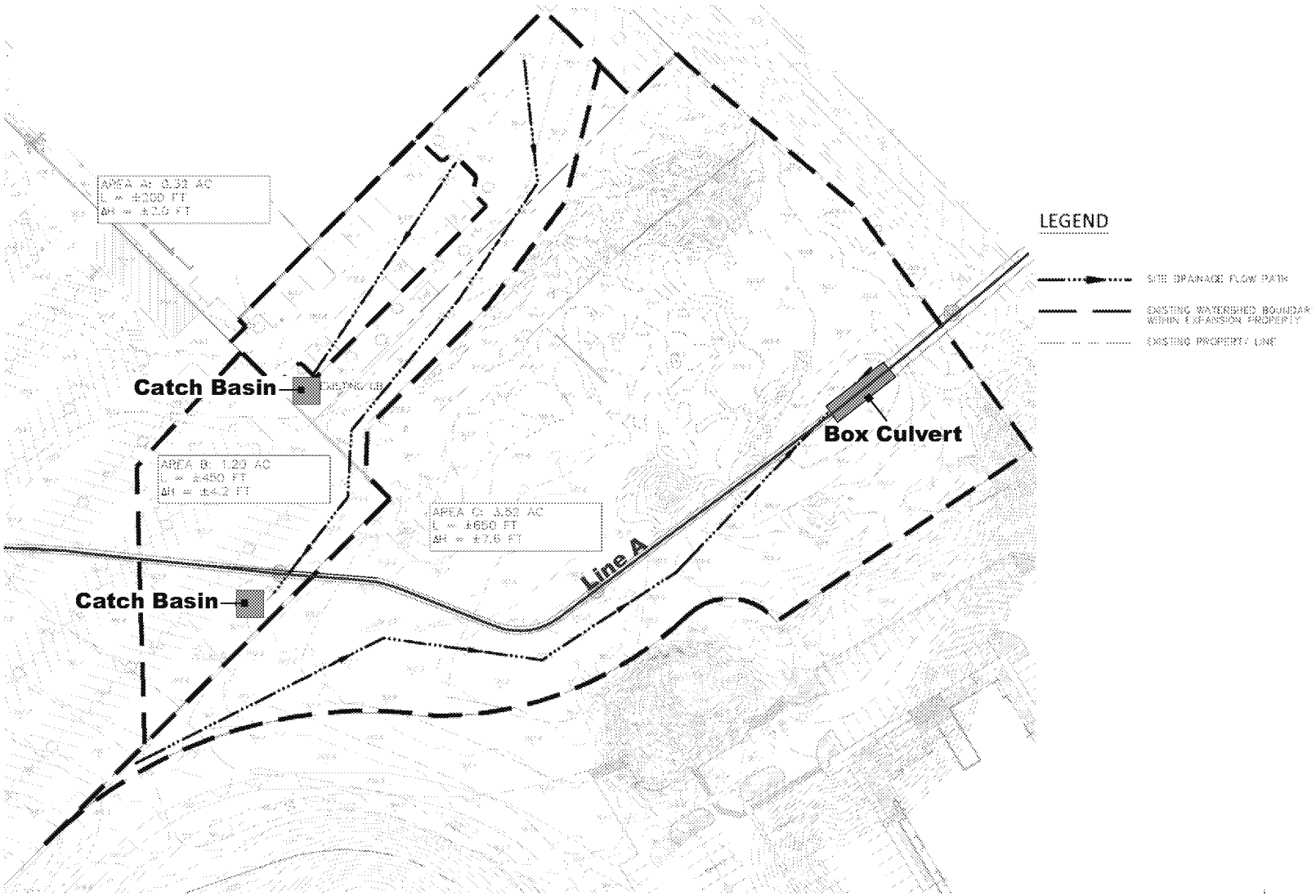
- Chino Creek is located in the southerly portion of the City of Pomona, in the Puente Hills area, and connects to San Antonio Creek as identified above.

- Thompson Creek runs from north to south through the northern portion of the City of Pomona, then trends westerly and becomes North San Jose Creek, which drains to the Whittier Narrows.

- South San Jose Creek is located parallel to and south of North San Jose Creek in the westerly portion of the City of Pomona, starting from just north of Diamond Bar and going southwest; then drains to the Whittier Narrows.

On-Site Drainage

As detailed within the Project Drainage Study, the expansion area can be discussed as three (3) drainage sub areas, illustrated as Areas A, B, and C in Figure 4.5-1. Table 4.5-1 presents the flow path of each of the existing drainage areas.



Source: Kimley-Horn and Associates, Inc.; Applied Planning, Inc.

appliedplanning inc

Figure 4.5-1
Existing Drainage Map

Table 4.5-1
Site Drainage, Existing Conditions

Drainage Sub Area	Flow Path
A	Flows currently drain to existing catch basins before flowing to a storm drain lateral that connects to Line A[1].
B	
C	Flows currently move overland to an existing 12′ x 12′ reinforced concrete storm drainage box culvert, then to Line A.

Source: Preliminary Drainage Study, Proposed Walmart Expansion #2288-06 (Kimley-Horn & Associates, Inc.) July 24, 2014.

[1] Line A is an existing 66″ diameter reinforced concrete pipe, as shown on the City of Pomona Storm Drain Plan FC-320B (Hall & Foreman) 7/22/1998. All on-site flows are carried off-site to regional storm water facilities by Line A.

Table 4.5-2 presents the 50-year storm peak flow under existing conditions.

Table 4.5-2
Pomona Ranch Plaza Expansion
50-Year Storm Peak Flow, Existing Conditions

Drainage Area	50-Year Peak Flow (CFS)
A	1.06
B	3.05
C	3.44
Total	*7.55*

Source: Preliminary Drainage Study, Proposed Walmart Expansion #2288-06 (Kimley-Horn & Associates, Inc.) July 24, 2014.

4.5.3 EXISTING POLICIES AND REGULATIONS

4.5.3.1 Federal Water Pollution Control Act, Federal Clean Water Act (CWA)

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act, or Clean Water Act (CWA), which was substantially revised by amendments in 1972 that created the bulk of the current statutory scheme. The CWA requires states to adopt water quality standards. To achieve its objectives, the CWA is based on the concept that all discharges into the nation's waters are unlawful, unless specifically authorized by a permit. Moreover, the CWA states that discharge of pollutants into waters of the United States from any point source is unlawful unless the

discharge complies with the National Pollution Discharge Elimination System (NPDES) permit.

The NPDES is a national program under Section 402 of the CWA. The CWA establishes the framework for regulating municipal and industrial (point sources) storm water discharges under the NPDES program, and allows the Environmental Protection Agency (EPA) to delegate its NPDES system permitting authority to states with an approved regulatory program. In California, the NPDES program is administered through the nine Regional Water Quality Control Boards, including the Los Angeles Regional Water Quality Control Board (LARWQCB) and the Santa Ana Regional Water Quality Control Board (SARWQCB), both of which are responsible for determining the City of Pomona's compliance with the water quality requirements of the CWA.

Because discharges from north of and adjacent to Interstate 10 enter Thompson Creek/San Jose Creek, which are tributary to the San Gabriel River (regulated by the LARWQCB), and discharges from south of I-10 enter both Chino Creek and San Antonio Creek, which are tributary to the Santa Ana River (regulated by the SARWQCB), the City of Pomona works with staff from both of these regulatory agencies.

4.5.3.2 Porter-Cologne Water Quality Act

Section 303 of the federal Clean Water Act and the State's Porter-Cologne Water Quality Act establish applicable water quality objectives for ground and surface waters in the State. In general, protection and maintenance of surface water quality is the combined responsibility of the Regional Water Quality Control Board (RWQCB), water supply and wastewater management agencies, and City and County governments.

The RWQCB has purview over point and non-point sources of pollution. Point source water pollutants consist of controlled wastewater releases that are commonly generated by activities that use water to collect pollutants and transport them from the processing facility. When such wastewater discharges are proposed, the applicant must obtain a set

of Waste Discharge Requirements from the RWQCB which serve to control water pollution to a non-significant level from such point sources.

Non-point sources of water pollution consist of surface runoff from a site or area during or following a storm where the source of pollution cannot be traced to a specific location. Typical non-point water pollution sources consist of agricultural fields with sediment and fertilizers, construction sites with sediment and debris, and roads with oil, tire particles, and debris common to roads.

Non-point pollution sources are also regulated by the RWQCBs through a number of programs and permits including Total Maximum Daily Loads (TMDLs) and Municipal Stormwater Permits. The City is currently a member of the Santa Ana/Prado Dam Bacteria TMDL workgroup, organized to address the regional TMDL of bacteria. The working group collects monitoring data and assesses tributary drainages throughout the Santa Ana River and Chino Creek Watersheds to discover and control sources of bacteria throughout these watersheds. Although the LARWQCB is the primary agency that regulates and oversees water quality discharges from the City of Pomona, the SARWQCB also regulates water quality discharges that may impact their jurisdictional drainages. The City is a co-permittee under Los Angeles County Municipal Permit (Order No. 2001-182) which regulates and monitors stormwater discharges generated throughout the City from both point and non-point sources.

4.5.3.3 State Water Resources Control Board, Construction Permitting

In December 1999, the State Water Resources Control Board (SWRCB) issued an NPDES General Permit for the discharge of storm water associated with construction activities. Federal regulations promulgated by USEPA (40 CFR Parts, 9, 122, 123, and 124) expanded the NPDES storm water program to include storm water discharges from municipal separate storm sewer systems and construction sites that were smaller than those previously included in the program. Accordingly, the SWRCB issued an NPDES General Permit for the discharge of storm water associated with construction activities. The existing state NPDES Permit (Order No. 99-08-DWQ, General Permit No.

CAS000002) was administratively expanded in accordance with 40 CFR Part 122-124. This permit addresses storm water discharges associated with construction activities. The permit is applicable to all of California, which is inclusive of the City of Pomona and the Project site.

Compliance with the SWRCB's General Construction Permit involves enrollment into the current permit, and development of a SWPPP to be used during construction. The SWPPP would identify potential pollutant sources and BMPs that would reduce or prevent the discharge of pollutants from the site during construction.

4.5.3.4 Los Angeles Region Water Quality Control Plan (Basin Plan)

The Basin Plan describes existing water quality conditions and establishes regional water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, The Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the Regional Board and others that are necessary to achieve and maintain target water quality standards.

The Los Angeles Region's Basin Plan has been in place since 1994, with the goal of protecting the public health and welfare, and maintaining or enhancing water quality potential beneficial uses of the water. The Basin Plan in its entirety can be reviewed at http://www.waterboards.ca.gov/losangeles/. As supported by the discussions presented here, the Project would not adversely affect water quality, nor otherwise conflict with applicable provisions of the Basin Plan.

4.5.3.5 Los Angeles Regional Water Quality Control Board, Post-Construction Permit

NPDES permitting is used for continued control and monitoring of water quality following construction, pursuant to the Clean Water Act. NPDES municipal permitting has been issued by the LARWQCB to Los Angeles County (Order No. 2001-182) and local agencies. The City of Pomona is one of many cities included as a "co-permittee" in the NPDES municipal permit issued to the County. The municipal permit requires cities to review proposed development projects to ensure compliance with environmental regulations including the development and implementation of Project-specific Standard Urban Stormwater Mitigation Plans (SUSMPs). Pursuant to the municipal permit, cities are also required to submit an annual report that illustrates compliance with NPDES requirements.

The Project would develop and implement a SUSMP pursuant to City and LARWQCB mandates. The Project SUSMP would be required to demonstrate consistency with the Los Angeles County Municipal Separate Storm Sewer System (MS4) permit held by the City.

4.5.3.6 Los Angeles County Sanitation Districts, Wastewater Permitting

The Los Angeles County Sanitation Districts (LACSD) are responsible for the treatment of wastewater conveyed from the Project site. Locally, the LACSD Pomona Water Reclamation Plant (WRP) provides primary, secondary and tertiary treatment for approximately 13 million gallons of wastewater per day, serving approximately 130,000 people, and would also serve the Project. Treated and reclaimed water discharge from the WRP is used Citywide for non-potable applications. Nearly 100% of the reclaimed water from the WRP is reused for irrigation, dust control, industrial applications, or groundwater recharge.

4.5.3.7 City of Pomona

Municipal Code

All required Project storm drain facilities would be funded, designed, implemented, and maintained consistent with City of Pomona policies and requirements as outlined in the City Municipal Code. More specifically, Municipal Code Chapter 18, Article X, "Stormwater Management" regulates discharge of pollutants to the City storm drains, and establishes pollutant reduction and watercourse protection measures. Please refer also to the City of Pomona Municipal Code available at: http://library.municode.com/index.aspx?nomobile=1&clientid=13712. The Project is also required to comply with provisions of the City of Pomona Standard Urban Stormwater Mitigation Plan (SUSMP).

4.5.4 PROJECT DRAINAGE CONCEPT

The Project Drainage Concept is presented in Figure 4.5-2. As shown, the post-development expansion area can be discussed as five drainage sub areas, illustrated as Areas A-E. Table 4.5-3 presents the flow path of each of these sub areas.

Table 4.5-3
Site Drainage, Post Development

Drainage Sub Area	Flow Path
A	Flows will be directed to a roof drain, then (underground) to the vegetated swale located in Area B. Flows will then enter a proposed storm drain lateral that will connect to existing Line A[1].
B	Flows will drain into a vegetated swale, where the majority of water will infiltrate. During large storm events, the water that does not infiltrate will flow through a proposed weir structure, then to a proposed storm drain lateral that will connect to existing Line A.
C	Flows will be directed into a trench drain that connects to a sump pump, where the water is pumped to grade and enters the vegetated swale located in Area B. Flows will then enter a proposed storm drain lateral that will connect to existing Line A.
D	Flows will drain into a vegetated swale, then to a proposed storm drain lateral that will connect to existing Line A.

Table 4.5-3
Site Drainage, Post Development

Drainage Sub Area	Flow Path
E	Flows will be directed to a proposed catch basin and filtered to prevent sedimentation from entering the public storm drain system, before flowing to existing Line A.

Source: *Preliminary Drainage Study, Proposed Walmart Expansion #2288-06* (Kimley-Horn & Associates, Inc.) July 24, 2014.

[1] Line A is an existing 66" diameter reinforced concrete pipe, as shown on the City of Pomona Storm Drain Plan FC-320B (Hall & Foreman) 7/22/1998. All on-site flows would continue to be carried off-site to regional storm water facilities by Line A.

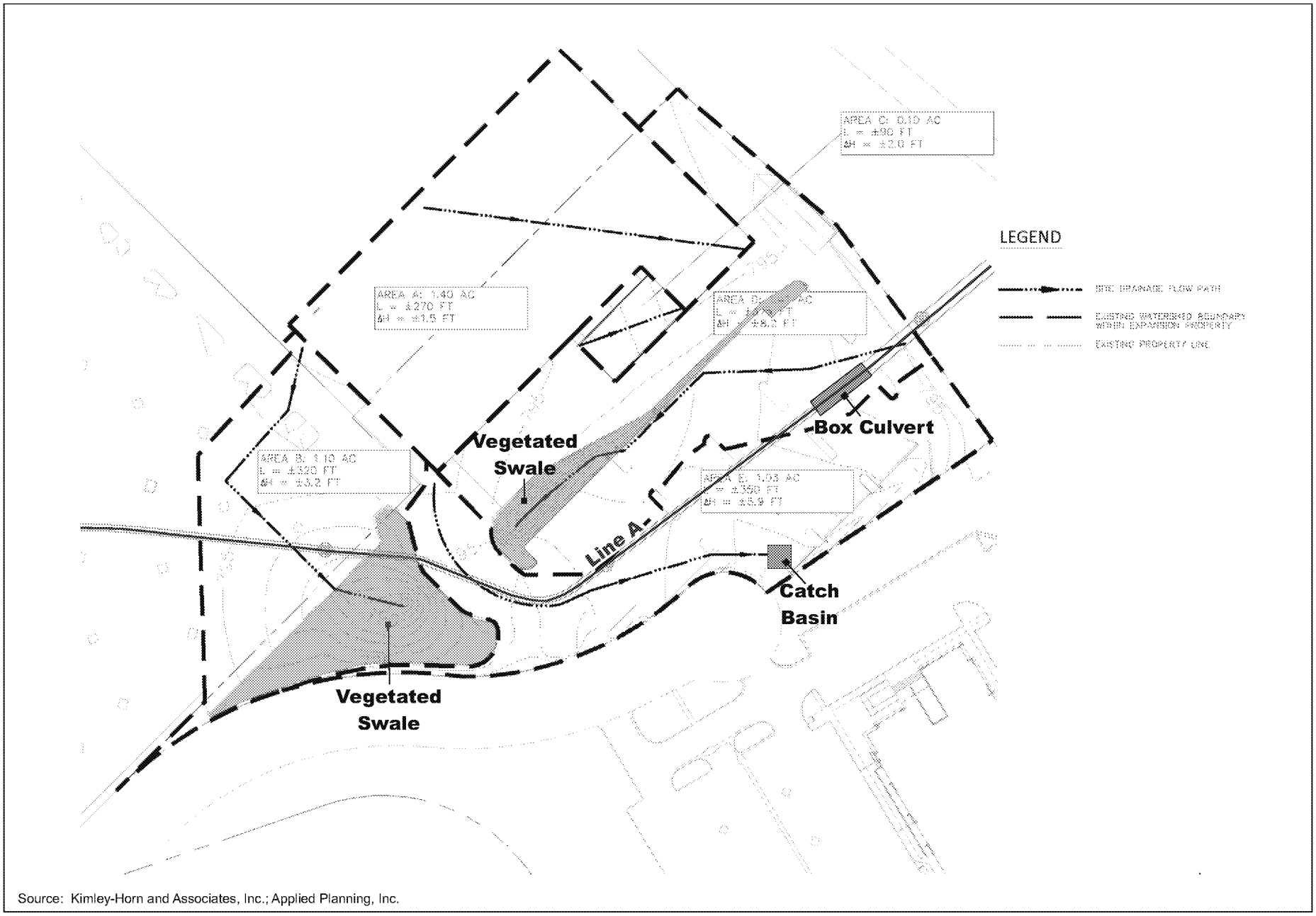
As presented above, all runoff will undergo some type of treatment/filtration, as required by NPDES Permit No. CAS004001 Order No. R4-2012-0175.

Table 4.5-4 presents the 50-year storm peak flow under post development conditions.

Table 4.5-4
Pomona Ranch Plaza Expansion
50-Year Storm Peak Flow, Post Development Conditions

Drainage Area	50-Year Peak Flow (CFS)
A	4.81
B	3.40
C	0.33
D	4.36
E	3.03
Total	*15.93*

Source: *Preliminary Drainage Study, Proposed Walmart Expansion #2288-06* (Kimley-Horn & Associates, Inc.) July 24, 2014.



Source: Kimley-Horn and Associates, Inc.; Applied Planning, Inc.

appliedplanning inc

Figure 4.5-2
Post-Development Drainage Map

4.5.5 STANDARDS OF SIGNIFICANCE

Consistent with the standards of significance outlined in the CEQA Guidelines, Project-related hydrologic impacts would be considered potentially significant if they cause or result in 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 the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

- Substantially alter the existing drainage pattern of the 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;

- 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;

- Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;

- Otherwise substantially degrade water quality;

- Place a housing project 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; or

- Inundation by seiche, tsunami, or mudflow.

4.5.6 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.5.6.1 Introduction

The following discussions focus on topical areas and issues where it has been determined pursuant to the EIR Initial Study/NOP process, that the Project may result in or cause potentially significant hydrology/water quality impacts. Of the CEQA threshold considerations identified above at Section 4.5.5, and as substantiated in the Initial Study (EIR Appendix A), the Project's potential impacts under the following topics are determined to be less-than-significant, and are not further substantively discussed here:

- 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 the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

- Place a housing project 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; or

- Inundation by seiche, tsunami, or mudflow.

All other CEQA topics concerning the Project's potential impacts to hydrology/water quality are discussed below. Please refer to also Initial Study Checklist Item VIII., "Hydrology and Water Quality."

4.5.6.2 Impact Statements

Potential Impacts: ***Violate any water quality standards or waste discharge requirements or; Otherwise substantially degrade water quality.***

Impact Analysis: The Project is mandated to acquire and comply with requisite permits, and to conform to other applicable City of Pomona, LACSD, and RWQCB water quality standards and waste discharge requirements, thereby acting to preclude, or substantively reduce the potential for the Project established standards and requirements. The following discussions more specifically address the Project's potential water quality impacts attributable to wastewater (sewage) and storm water runoff.

Wastewater Management Improvements and Regulatory Compliance

The Project's plan for connection to existing sanitary sewer infrastructure facilities is subject to review and approval by the City and the LACSD. The Project Applicant would be required to apply for service and pay a mandated connection fee, which would be applied toward maintenance and expansion of wastewater treatment facilities in the manner determined by the LACSD. The Project proposes typical commercial/retail uses and activities, and would not generate wastewater or wastewater constituents requiring special handling or treatment.

Stormwater Management Improvements and Regulatory Compliance

The Project would be developed and operated in compliance with City and RWQCB regulations and water quality standards. More specifically, the Project would provide connection to, and interface with, existing and proposed drainage courses and drainage systems in the least invasive manner possible. Design, configuration, and locations of proposed drainage system improvements would be reviewed and approved by the City and/or RWQCB prior to, or concurrent with, application for grading permits.

Aiding in the management and treatment of storm water, the Project design would employ landscaped stormwater filtration areas (to be located in Drainage Areas B and D, refer to Figure 4.5-2), acting to further reduce and the rate and quantity of stormwater discharges, while providing treatment of stormflows and elimination/reduction of pollutant discharges.

City of Pomona Municipal Code Chapter 18, Article X, "Stormwater Management," et al., codify City implementation and enforcement of stormwater management requirements applicable to the Project. In this regard, all storm water discharges shall comply with applicable provisions and performance standards articulated in the County's National Pollutant Discharge Elimination System (NPDES) permit. Consistent with NPDES, LARWQCB and City requirements, waste materials would not be discharged to drainage areas. Compliance with these, and other previously referenced state and regional water quality permitting mandates, would ensure the control of pollutants entering receiving waters. Applicable storm water discharge permitting requirements are summarized below.

Construction Permitting

As required by the SWRCB and in compliance with the City of Pomona's requirements, the Project Applicant shall file a Notice of Intent (NOI) with the State of California to comply with the requirements of the NPDES General Construction Permit. Before the issuance of a grading permit, the Project applicant shall prepare a Construction Stormwater Pollution Prevention Plan (SWPPP), in compliance with the applicable

ordinances and regulations of the City of Pomona, the Los Angeles County Flood Control District, and the SWRCB. The Construction SWPPP shall incorporate BMPs for control of pollutants in stormwater runoff during construction-related activities, and would be designed to address water erosion control, sediment control, off-site tracking control, wind erosion control, non-stormwater management control, and waste management and materials pollution control.

BMPs incorporated in the Project's Construction SWPPP shall include, but would not be limited to, the following:

- Off-site sediment release and on-site erosion shall be controlled through temporary sediment basins, filter screens, and gravel bags.

- Control devices shall be placed at the facility entrance to restrict off-site tracking of sediment on vehicles exiting the site.

- Disturbed areas shall be watered on a regular basis and as necessary to control windblown dust.

- Construction vehicles shall be fueled and maintained in a designated area to avoid and contain spills.

- All hazardous materials shall be properly stored and contained on site. Spill containment and cleanup tools and materials shall be kept at the vehicle fueling and maintenance area on the site.

- The construction contractor shall implement good housekeeping programs to reduce litter and contaminants.

- All solid wastes shall be placed in designated storage containers until removed from the site.

- On-site portable toilet facilities shall be provided during construction.

- Designated concrete washout areas or containers shall be provided on-site.

- Following a major storm event, all physical BMPs shall be inspected and repaired, as necessary, to assure that they would continue to function properly.

- Employees shall be trained in Best Management Practices.

Consistent with LARWQCB and City permit requirements, appropriate BMPs would be employed throughout construction processes, thereby controlling potential discharge of pollutants, preventing sewage spills, and avoiding discharge of sediments into streets, storm water channels, or waterways.

Post-Construction Permitting

Standard Urban Storm Water Mitigation Plan (SUSMP)

In compliance with the City's required SUSMP and municipal stormwater permit, the Project Applicant shall develop and implement a Project-specific SUSMP. This SUSMP shall ensure that post-development peak stormwater runoff discharge rates from the Project do not exceed the estimated pre-development rate. Further, the SUSMP would effectively prohibit non-stormwater discharges from new development and/or redevelopment projects, and reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable (MEP) statutory standard. Each SUSMP must address and/or incorporate the following conditions.

Conserve Natural Areas

- Limit clearing and grading of native vegetation at a site to the minimum amount needed to build lots, allow access, and provide fire protection.

- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.

- Promote natural vegetation by using parking lot islands and other landscaped areas.

Minimize Storm Water Pollutants of Concern

- The development must be designed so as to minimize, to the maximum extent practicable, the introduction of pollutants of concern that may result in significant impacts, generated from site runoff of directly connected impervious areas, to the stormwater conveyance system.

- Pollutants of concern consist of any pollutant that exhibits one or more of the following characteristics: current loadings or historic deposits of the pollutant are impacting the beneficial uses of a receiving water; elevated levels of the pollutant are found in sediments of a receiving water and/or have the potential to bioaccumulate in organisms therein; the detectable inputs of the pollutant are at concentrations or loads considered potentially toxic to humans and/or flora and fauna; or as identified on the current Clean Water Act Section 303(d) List of Impaired Water Quality Limited Segments.

- The "minimization of the pollutants of concern" will require the incorporation of a BMP or combination of BMPs best suited to maximize the reduction of pollutant loadings in that runoff to the MEP.

Storm Drain Stenciling and Signage

- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as: "NO DUMPING - DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping.

- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the Project area.

- Legibility of stencils and signs must be maintained.

Design of Outdoor Material Storage Area

- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed or similar structure that prevents contact with runoff or spillage to the storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.

- The storage area must be paved and sufficiently impervious to contain leaks and spills.

- The storage area must have a roof or awning to minimize collection of storm water within the secondary containment area.

Design of Trash Storage Areas

- Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s).

- Trash container areas must be screened or walled to prevent off-site transport of trash.

Proof of Ongoing BMP Maintenance

Verification would include the developer's signed statement, as part of the Project application, accepting responsibility for all structural and treatment control BMP maintenance until the time the property is transferred and, where applicable, a signed agreement from the public entity assuming responsibility for structural or treatment control BMP maintenance (Covenant Agreement).

Design Standards for Structural or Treatment Control BMPs

Post-construction Structural or Treatment Control BMPs shall be designed to mitigate (infiltrate or treat) stormwater runoff from either:

- **Volumetric Treatment Control BMP:**

  (1) The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or

  (2) The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in the California Stormwater Best Management Practices Handbook - Industrial/ Commercial (1993); or

  (3) The volume of runoff produced from a 0.75-inch storm event, prior to its discharge to a stormwater conveyance system; or

  (4) The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for "treatment" (0.75-inch average for the Los

Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.

- **Volumetric Treatment Control BMP:**
  (1) The flow of runoff produced from a rain event equal to at least 0.2 inches per hour intensity; or

  (2) The flow of runoff produced from a rain event equal to at least two times the 85th percentile hourly rainfall intensity for Los Angeles County; or

  (3) The flow of runoff produced from a rain event that will result in treatment of the same portion of runoff as treated using volumetric standards above.

The Project SUSMP and all required drainage improvements and BMPs would be designed and implemented to the satisfaction of the City and LARWQCB.

Summary
With implementation of the SWPPP and SUSMP programs described in the preceding discussions, the potential for the Project to violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality is determined to be less-than-significant.

Level of Significance: Less-Than-Significant.

Potential Impacts: ***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 or substantial erosion or siltation on- or off-site or; Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.***

Impact Analysis: The Project incorporates all necessary drainage and storm water management systems, and would comply with all storm water system design, construction, and operational requirements mandated under the City Municipal Code and within regulations established by other agencies, such as the LARWQCB and California Department of Water Resources. In combination, the Project's storm water management components, and compliance with mitigation measures and regulatory requirements act to preclude potentially adverse drainage and storm water runoff impacts.

More specifically, the Project would modify and enhance existing drainage areas in order to accept developed storm water discharges from the Project site. Storm water conveyance capabilities and capacities provided by the Project would ensure that post-development storm water runoff volumes and velocities within Line A will not exceed 3 percent of the pre-development conditions, as presented in Table 4.5-5.

Table 4.5-5
Site Drainage
Existing vs. Post Development Conditions

	Existing Conditions	Post Development	Difference
On-Site 50-Year Storm Event Flows	7.55 CFS	15.93 CFS	8.38 CFS
Line A Flow during a 50-Year Storm Event	286 CFS	294.38 CFS	8.38 CFS
Percentage of Line A Capacity (344 CFS)	83.14 %	85.71%	2.57%

Source: Preliminary Drainage Study, Proposed Walmart Expansion #2288-06 (Kimley-Horn & Associates, Inc.) July 24, 2014.

As shown above, the total flow rate that can be expected from the site during a 50-year storm event under post-development conditions is 15.93 CFS. It is noted that the post-development 50-Year storm event peak flow exceeds the existing 50-Year storm event peak flow. During the final design of the Project, bioswales, infiltration basins, and all other necessary BMPs will be utilized to meet the site's pre-development hydrology, consistent with NPDES Permit No. CAS004001 Order No. R4-2012-0175.

The vegetated swales that would be located within Areas B and D have been sized to accommodate the flows from Areas A to D. Additionally, the Project Drainage Study concluded that Line A has been sized to accommodate future commercial uses, including the proposed expansion, with little to no effect to the surrounding storm drain system.

As presented previously at Table 4.5-3, all runoff will undergo some type of treatment/filtration, as required by NPDES Permit No. CAS004001 Order No. R4-2012-0175. Specifically, runoff from Areas A to D will pass through vegetated swales, while flows from Area E will pass through a filtered catch basin before entering the public storm drain system.

Based on the preceding discussion, the potential for the Project to result in the following is determined to be less-than-significant: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river; Substantially increase the rate or amount of surface runoff in a manner which would result in flooding or substantial erosion or siltation on- or off-site or; Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Level of Significance: Less-Than-Significant.

4.6 PUBLIC SERVICES

4.6 PUBLIC SERVICES

Abstract

This Section of the EIR addresses the Project's potential impacts to public services. Specifically, the public services analysis examines whether the Project would:

- *Result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection services.*

Public services, including fire and police protection, are currently provided to the Project area, and the Project would potentially increase demands for these services. Such potentially increased demands are addressed through the Project's physical design features, (e.g., fire protection systems such as sprinklers, and adequate security lighting), which act to reduce the extent and frequency of fire and police protection service calls. Further, fees and taxes paid by the Project will provide funds available for the purchase and maintenance of equipment and hiring of personnel commensurate with Project-related demands for fire and police services.

As supported by the discussion presented in this Section, the potential for the Project to adversely affect public services or to result in potentially adverse environmental impacts due to the construction or expansion of service facilities or systems is less-than-significant.

4.6.1 INTRODUCTION

For each of the public services discussed, existing service conditions are described, any improvements required to accommodate the proposed development are identified, and any resulting or associated impacts and required mitigation are discussed. The analysis is based on physical and operational attributes presented in the Project Description (EIR Section 3.0); information presented in the City of Pomona General Plan; and information provided by the City of Pomona, Los Angeles County Fire Department, and the City of Pomona Police Department.

4.6.2 EXISTING CONDITIONS

4.6.2.1 Fire Protection Services

Fire protection services for the City of Pomona are provided under contract by the Los Angeles County Fire Department (LACoFD). The LACoFD answers more than 450,000 emergency calls annually, and provides fire protection services to approximately four million people within its 2,300-square-mile service area.[1] The LACoFD responds to a variety of service needs, including traffic accidents, Emergency Medical Services, hazardous material incidents, grass/vegetation fires, and residential calls.

The City of Pomona lies within the LACoFD Division VIII service area and is provided first response services by seven stations within Battalion 15. Of these facilities, Station 188 is nearest the subject site. This Station is located at 18-A Village Loop Road in Phillips Ranch, approximately 0.75 miles northwesterly of the Project. Two additional stations are located near the Project site: Station No. 185, located approximately 1.5 miles northeasterly of the Project site at 925 East Lexington Avenue; and Station 181 at 590 South Park Avenue, adjacent to the Civic Center, approximately 1.7 miles north of the Project site. The location of these fire stations in relation to the Project site is presented at Figure 4.6-1.

[1] Los Angeles County Fire Department Strategic Plan, http://www.fire.lacounty.gov/wp-content/uploads/2014/02/LACFD_Strategic-Plan_2012_web.pdf, accessed April 14, 2014.

Source: Google Earth, Applied Planning, Inc.

Figure 4.6-1
Nearest Fire and Police Facilities

4.6.2.2 Police Protection Services

Police protection for the Project site and vicinity properties is currently provided by the Pomona Police Department. Seven facilities provide police services in Pomona. 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. Of these, the Main Station, located approximately 1.7 miles northerly, is nearest the Project site. Location of the Police Department in relation to the Project site is also indicated at Figure 4.6-1.

The Pomona Police Department is divided into three Divisions:

- 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.

- 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.

The Pomona Police Department consists of 163 sworn personnel and 106 non-sworn personnel. 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. The Pomona Police Department operates at staffing levels below the national average. The Police Department 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). The average response time for a crime in progress (Priority 1) is 9.68 minutes.[2]

Community Emergency Response Team (CERT)

In support of area fire and police emergency response services, the City of Pomona in collaboration with the LACoFD, California State Polytechnic University (Cal Poly Pomona), and the Police Department is participatory to CERT formation and training. In emergency situations, CERT members provide valuable emergency response services complementing and supplementing actions by fire and police first responders. LACoFD offers free, FEMA-approved 20-hour CERT training to the communities they serve. Classes are taught by trained emergency personnel, including firefighters and Emergency Medical Services (EMS) personnel. Through this training, residents learn about hazards that may impact their area as well as basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations.[3]

4.6.3 STANDARDS OF SIGNIFICANCE

Consistent with the standards of significance outlined in the CEQA Guidelines, public services impacts resulting from implementation of the Project could be considered potentially significant if they caused or resulted in any of the following:

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[2] *City of Pomona General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan, Volume I Draft Environmental Impact Report* (Rincon Consultants, Inc.) July 2013.

[3] http://fire.lacounty.gov/ProgramsEvents/Cert_schedule.asp

- Substantial adverse physical effects from the construction of new or altered government facilities needed to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection services, schools, parks, or other public facilities.

4.6.4 POTENTIAL IMPACTS AND MITIGATION MEASURES

4.6.4.1 Introduction

The following discussions focus on areas where it has been determined that the Project may result in potentially significant public services impacts, based on the analysis presented within this Section and included within the EIR Initial Study (EIR Appendix A). That is, as substantiated in the Initial Study, the Project will not result in potentially significant impacts related to the provision of new or physically altered schools, parks, or other public facilities. The Project's potential to impact fire or police protection services are discussed below. Please refer also to Initial Study Checklist Items XIV., "Public Services."

4.6.4.2 Impact Statement

Potential Impact: ***Result in or cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection services.***

Impact Analysis:

Fire Protection Services

As discussed previously in this Section, fire protection and emergency medical services for the Project would be provided by the Los Angeles County Fire Department (LACoFD). Fire protection and emergency medical response services are provided

throughout the City under municipal contract. Countywide, the LACoFD operates 171 fire stations that are divided into 22 batallions.[4] The City of Pomona is served primarily by Battalion 15, which includes seven active fire stations; however, personnel and equipment from stations within other nearby batallions could also be dispatched to respond, if needed.

LACoFD Fire Station No. 188 is nearest the subject site, and would provide first response. This Station is located at 18-A Village Loop Road in Phillips Ranch, approximately 0.75 miles northwesterly of the Project. All firefighters employed by the Los Angeles County Fire Department are certified as Emergency Medical Technicians (EMT-1), which allows them to respond to emergency medical calls and, if necessary, provide life support services. Ambulance services are currently provided under County contract and dispatched by LACoFD. Patients in Pomona are typically transported to Pomona Valley Hospital Medical Center, a full-service hospital located approximately 3.25 miles northerly of the Project site.

Two additional stations are located near the Project site: Station No. 185, located approximately 1.5 miles northeasterly of the Project site at 925 E. Lexington Avenue; and Station 181 at 590 South Park Avenue, adjacent to the Civic Center, approximately 1.7 miles north of the Project site. The location of these fire stations in relation to the Project site is presented at Figure 4.6-1.

Prior to issuance of building permits, the Project site plan and design of proposed structures will be reviewed by the City and Fire Department to ensure compliance with Fire Department Conditions of Approval, to include emergency access and fire flow requirements, along with any fire prevention, protection, and/or suppression requirements (e.g., sprinkler systems, fire hydrants) as specified under existing Ordinances and applicable Building Code and Fire Code provisions.

[4] www.lacountyfire.com

Moreover, the Project is required to comply with agency-specific criteria outlined in the Project Conditions of Approval. The Project will comply with these Conditions of Approval and subsequent requirements of the Fire Department identified through the City's final site plan and plan check/building permit review processes. Compliance with these requirements acts to further reduce potential demands for, and impacts upon, fire department and emergency response services.

It is also noted that the City's Public Safety Improvement Fee will provide funding available to expand or enhance current fire protection services available to the Project and vicinity. The City of Pomona, in consultation with LACoFD, will ultimately determine the most effective use of revenues generated by the Project, and how they will be employed for the provision and enhancement of fire protection services.

Police Protection Services

For commercial facilities such as those proposed by the Project, provision and maintenance of adequate police protection services is typically realized through a combination of:

- site and facility designs that incorporate appropriate safety and security elements; and

- adequate Police Department funding and staffing.

The Project site plan and proposed facilities designs will be reviewed by the Pomona Police Department to ensure the incorporation of appropriate safety and security elements throughout the Project, e.g., appropriate building security and alarm systems, adequate outdoor lighting, and defensible spaces.

As discussed previously in this Section, police protection for the Project site and vicinity properties is currently provided by the Pomona Police Department. The Police Department headquarters is located at 490 W. Mission Boulevard, approximately 1.7 miles northerly of the Project site.

It is further noted that the City's required Public Safety Improvement Fee, collected from all new development, will provide supplemental funding available to expand or enhance current police protection services available to the Project and vicinity. The City of Pomona, in consultation with the Pomona Police Department, will ultimately determine the most effective use of revenues generated by the Project, and how they will be employed for the provision and enhancement of police protection services.

Summary

Development of the Project would result in an incremental increase in the overall Citywide demand for fire protection and/or police protection services, which could result in additional staffing or equipment requirements. However, based on the fact that the Project represents the expansion of an existing store and the availability of existing facilities and services to the subject site, the Project will not result in a potential need or requirement for new physical facilities, the construction of which would result in potentially significant environmental impacts. The Project is not anticipated to significantly affect existing response times or service ratios in regard to the provision of emergency services. Development impact fees and sales tax revenues generated by the Project will provide funding sources available for support and enhancement of fire and police protection services. The City of Pomona (through their contract with the Los Angeles County Fire Department) and the Pomona Police Department administration will ultimately determine the most effective use of revenues generated by the Project, and how these funds will be employed for the provision and enhancement of fire and police protection services.

Level of Significance: Less-Than-Significant.

5.0 OTHER CEQA CONSIDERATIONS

5.0 OTHER CEQA CONSIDERATIONS

This Section of the EIR addresses other environmental considerations and topics mandated under the California Environmental Quality Act (CEQA). These topics include Cumulative Impacts, Alternatives to the Project, Growth Inducement, Significant Environmental Effects of the Project, Significant and Irreversible Environmental Changes, and Energy Conservation.

5.1 CUMULATIVE IMPACT ANALYSIS

The *CEQA Guidelines* require that an EIR identify any significant cumulative impacts associated with a project (*CEQA Guidelines*, Section 15130 (a)). When potential cumulative impacts are not deemed significant, the document should explain the basis for that conclusion. Cumulative impacts are "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." (*CEQA Guidelines*, Section 15355). Thus, a legally adequate cumulative impact analysis is an analysis of a particular project viewed over time and with other related past, present, and foreseeable probable future projects, whose impacts might compound or interrelate with those of the Project considered here.

CEQA notes that the discussion of cumulative impacts should be guided by standards of practicality and reasonableness (*CEQA Guidelines*, Section 15130 (b)). Only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation. CEQA does not require as much detail in the analysis of cumulative environmental impacts as must be provided for the Project alone.

The *CEQA Guidelines* identify two basic methods for satisfying the cumulative impacts analysis requirement: the list-of-projects methodology, and the summary-of-projections

methodology. Because each environmental resource is affected by its surroundings in different manners, either of the two methodologies, or a combination of both, may be applied to the analysis of cumulative impacts to each resource. For example, because the approval process and construction phase of development typically takes at least one to two years, the list-of-projects method is likely to provide a more accurate projection of growth in the near term. This method may overstate potential cumulative impacts because the considered list-of-projects may include proposals that will never be developed. Similarly, because development proposals are rarely publicly known until within five (5) years of the expected development, the summary-of-projections method provides a more accurate projection of growth over the long term. This method may not accurately predict growth in any given year, but aggregates various growth trends over the long term.

For each topical discussion presented herein, the cumulative geographic context is identified, which in turn relates to the amount and type of growth that is anticipated to occur within the geographic area under consideration. Where appropriate to the analysis in question, cumulative impacts are assessed with reference to a list of "related projects," as described at *CEQA Guidelines* section 15130(b). In this manner, the EIR appropriately characterizes and evaluates potential cumulative impacts.

Consistent with direction provided in the *CEQA Guidelines,* related projects considered in these cumulative analyses are "only those projects whose impacts might compound or interrelate with those of the Project under consideration require evaluation." In this regard, it is recognized that within the context of the cumulative impacts analysis, varied criteria are employed in determining the scope and type of "cumulative projects" considered. For example, the analysis of cumulative traffic impacts evaluates the Project's traffic impacts in the context of other past, present and reasonably foreseeable probable future related development proposals that would discernibly affect traffic conditions within the Traffic Impact Analysis Study Area. As another example, cumulative air quality impacts are considered in terms of the Project's contribution to other air emissions impacts affecting the encompassing Air Basin (Basin).

The manner in which each resource may be affected also dictates the geographic scope of the cumulative impacts analysis. For example, cumulative traffic impacts would typically

be localized to the vicinity of a given project site because after a relatively short distance, traffic patterns tend to normalize; whereas cumulative air quality impacts are more appropriately analyzed with a Basin-wide approach because the Basin's meteorological and geographic conditions generally define the extent of cumulative air quality considerations. Similar considerations are discussed in evaluating potential cumulative impacts for each of the EIR's environmental topics (Land Use and Planning, Traffic and Circulation, Air Quality, Noise, Hydrology and Water Quality, and Public Services).

Unless otherwise noted herein, the cumulative impact analysis ultimately evaluates effects of the Project within the context of anticipated buildout of the City as envisioned under the General Plan and related regional plans. Specific cumulative projects have also been identified where this information may be different, more detailed than that provided within the General Plan or applicable regional plans, or where such specific information otherwise benefits the cumulative impact analyses.

5.1.1 DISCUSSION OF CUMULATIVE IMPACTS

Section 15139(a) of the *CEQA Guidelines* notes that, "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined at *CEQA Guidelines* Section 15065(c). Where a lead agency is examining a project with an incremental effect that is not 'cumulatively considerable,' a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable." Potential cumulative impacts for each of the EIR's environmental topics are presented below and include:

- Land Use and Planning;
- Traffic and Circulation;
- Air Quality;
- Noise;
- Hydrology and Water Quality; and
- Public Services.

5.1.1.1 Cumulative Impacts Related to Land Use and Planning

The cumulative impact area when considering potential cumulative land use and planning issues includes areas that are currently subject to provisions of the City General Plan and Zoning Ordinance. These areas include incorporated areas of Pomona and surrounding areas lying within the City's Sphere of Influence.

General Plan and Zoning Considerations

Uses and development intensity proposed by the Project are allowed under the site's General Plan Place Type designation, "Regional Activity Center." Further, the Project uses are permitted or conditionally permitted under the site's current Zoning designation (SP-PR.RC, or Phillips Ranch Specific Plan/Regional Commercial). The Project does not require or propose changes to the City General Plan or City Zoning Code/Zoning Maps.

The Project would be designed, developed, and operated consistent with General Plan Goals and Policies, and requirements and standards articulated in the City Municipal Code and the Pomona Ranch Plaza CC&Rs (included in EIR Appendix G), with no demonstrable cumulative impacts regarding compliance or consistency with other land use plans or regulations. Moreover, the Project does not propose or require elements or aspects that would affect off-site land use designations or other local or regional land use plans or land use programs.

Other development projects within the cumulative impact area would request and process appropriate land use applications where necessary. The City comprehensively updates and amends associated General Plan and Zoning documents to reflect cumulative land use changes within the impact area. Regional agencies employ development-specific information and General Plan/Zoning information provided by the City in developing regional plans and growth projections. In combination, these actions ensure that potential cumulative effects of evolving land use plans are appropriately addressed at local and regional levels.

Economic Effects and Urban Decay Considerations

The cumulative impact area for Economic Effects and Urban Decay Considerations is defined by the Primary Trade Area (PTA), as described within Draft EIR Section 4.1, "Land Use and Planning" and the Project Urban Decay Study (*Urban Decay Study for Pomona Walmart Expansion* [The Natelson Dale Group, Inc.] April 30, 2014) (Draft EIR Appendix B). In addition to evaluating potential economic and urban decay effects of the Project in the context of similar existing supermarket development, the Urban Decay Study also examined the Project's potential impacts in combination with specific known planned and/or pending supermarket projects.[1]

Urban decay is a potential consequence of a downward spiral of store closures and long-term vacancies. While urban decay is not defined under CEQA, it is assumed to be indicated by significant deterioration of structures and/or their surroundings. Store closures and vacancies, in and of themselves, do not meet these criteria. While the closure of a business is clearly a severe impact to the owners and employees of the firm, within the context of CEQA, it is only significant if it results in sustained vacancies which in turn result in deterioration of the physical condition of the vacant building(s) and neighborhoods. With the consolidation in the supermarket industry in recent years, there have been many examples of neighborhood shopping centers that have lost supermarket anchor tenants and have not suffered a significant deterioration of structures and /or their surroundings. Many of these centers have attracted new, non-supermarket anchor tenants, sub-divided the space for multiple retail users, or reconfigured the space for non-retail uses. Examples of successful re-tenanting and reuse of vacated supermarkets are provided in the Project Urban Decay Study (EIR Appendix B).

[1] The Project Urban Decay Study (EIR Appendix B) substantiates that any ancillary growth in non-grocery sales and/or storage within the Pomona Ranch Plaza Walmart Expansion Project would be supported by future market demands. Because the proposed expansion area would be used primarily for grocery sales and support space, analysis is focused on potential impacts to existing supermarkets.

At the time the Urban Decay Study was prepared, there were eighteen existing supermarkets in the Primary Trade Area (please refer to EIR Table 4.1-4), and two other planned supermarket projects.[2] The first of these projects is a 28,000-square-foot Smart and Final store, to be located at 775 South Garey Avenue in Pomona. The second is the re-use of a 40,000-square-foot former Ralphs Grocery Store located at the intersection of South Diamond Bar Boulevard and Grand Avenue in Diamond Bar, as a new, as-yet-unnamed grocery market. Both of these new stores are assumed to be open and operational by 2016 (the Project's anticipated opening year).

As indicated in Table 5.1-1, after the proposed Pomona Ranch Plaza Walmart expansion and the development of the two other proposed grocery stores, sales volumes at existing supermarkets are projected to decrease from an average of $423 per square foot in 2014 to an average of $365 per square foot in 2016. The sales per square foot levels are then projected to increase gradually each year thereafter, reflecting population growth within the trade area.

Table 5.1-1
Potential Cumulative Sales Impacts to Existing Supermarkets[1]

Description	2014	2016	2018	2020	2022	2024	2026
Total Food Sales Demand	$393,857	$397,790	$401,762	$408,867	$415,200	$421,634	$428,168
Supermarket Share (at 75%)	$295,393	$298,343	$301,321	$306,650	$311,400	$316,225	$321,126
Existing Supermarkets (square feet)	698,856	698,856	698,856	698,856	698,856	698,856	698,856
Planned/Proposed Projects							
--Pomona Ranch Plaza Walmart	--	50,424	50,424	50,424	50,424	50,424	50,424
--Smart & Final	--	28,000	28,000	28,000	28,000	28,000	28,000
--Grocery Reuse	--	40,000	40,000	40,000	40,000	40,000	40,000
Existing plus Planned (square feet)	698,856	817,280	817,280	817,280	817,280	817,280	817,280
Sales per Square Foot	**$423**	**$365**	**$369**	**$375**	**$381**	**$387**	**$393**

Source: Urban Decay Study for Pomona Walmart Expansion (The Natelson Dale Group, Inc.), April 30, 2014.

Notes: [1] Estimates are for the Primary Trade Area, and are shown in thousands of constant dollars. Please refer to Draft EIR Appendix B, Section II, for additional details and methodology information.

[2] The appropriate area for evaluating cumulative urban decay impacts is the Primary Trade Area. The analysis therefore does not include the proposed Walmart Neighborhood Market to be located at 602 Arrow Highway in Pomona, as it is outside of the Primary Trade Area boundaries.

The Project Urban Decay Study indicates further that the cumulative economic impact of the Walmart Expansion Project and other related projects would result in the market being overbuilt by approximately 103,000 square feet in 2016.[3] This suggests that up to two supermarkets could potentially close under cumulative conditions. However, the Project Urban Decay Study identifies the following three factors which serve to lessen this potential impact. First, national and regional median sales per square foot figures do not necessarily reflect break-even thresholds for all supermarkets. Data from Trade Dimensions International is cited, which indicates that more than half (55 percent) of grocery chains operate at sales volumes below $400 per square foot, while 41 percent operate at below $350 per square foot.

Second, the Urban Decay Study's concluded that reuse of the Ralph's grocery store in Diamond Bar is tentative. Initial reports in the local press identified a potential grocery reuse of the site, but the City has not confirmed that a grocery tenant will be occupying the store. This potential project was nonetheless included in the Urban Decay Study's cumulative analysis since the property owner applied for building permits in December 2013 related to tenant improvements for a potential grocery use. If not re-tenanted as a grocery use, available market share for other grocers in the Primary Trade Area would increase, diminishing potential adverse economic effects and related urban decay potentials.

And third, the evaluation of aggregated square feet of supermarket space proposed within the Primary Trade Area implicitly assumes that the two proposed stores' market areas are identical to the market area of the Project. However, the potential Ralph's grocery reuse would have its own distinct market area, given its location near the southwest periphery of the trade area boundary. As such, neither of the planned grocery projects would be limited to the same "pool" of demand identified by the Project Urban Decay Study's analysis. By accounting for the full sales impacts of these potential stores, potential cumulative sales impacts in the Primary Trade Area's supermarket category have likely been overestimated.

[3] This estimate is based on use of the Western regional median grocery sales figure of $418 per square foot.

It may be noted that no store closures have been projected under the Project-specific economic analysis. For the purposes of this cumulative analysis, the Project's Urban Decay Analysis appropriately identifies the maximum probable impact that could occur based on the potential impacts of the Project in combination with related, planned supermarket development. On this basis, given the factors described above, the Urban Decay Study acknowledges that the estimated amount of overbuilt supermarket space "is a relatively high or aggressive estimate … based on worst-case assumptions." On this basis, the Project Urban Decay Study concludes that it is not reasonably foreseeable that the Project, in combination with other cumulative development, would contribute considerably to urban decay conditions, even if store closures were to occur.

Summary

Based on the preceding discussions, the Project's contribution to potential cumulative land use impacts related to General Plan and Zoning consistency is not considerable, and the cumulative effects of the Project are determined to be less-than-significant. Further, the Project's potential contribution to cumulatively adverse economic impacts is not considerable, and the potential for the Project's cumulative economic effects to result in adverse physical change (urban decay) is also determined to be less-than-significant.

5.1.1.2 Cumulative Impacts Related to Traffic and Circulation

The cumulative impact area for traffic circulation impacts is defined by the Traffic Impact Study Area (Study Area), as described within the Project Traffic Impact Analysis (EIR Appendix C). The Study Area encompasses potentially affected roadways and intersections within the City of Pomona and the neighboring cities of Montclair, Chino, Chino Hills, and the City of Industry; and also includes potentially affected Caltrans and Congestion Management Program facilities.

The Project Traffic Impact Analysis (TIA) comprehensively addresses potential cumulative traffic impacts resulting from, or affecting the Project. In this regard, for Opening Year (2016) and Horizon Year (2035) conditions, the TIA considers traffic generated by the Project within the context of cumulative traffic that would be generated by other known or probable related developments (see Table 5.1-2, Figure 5.1-1). The TIA estimates of traffic

growth also incorporate an ambient growth factor of two percent per year to account for cumulative non-specific traffic generation.

Table 5.1-2
TIA Related Projects

TAZ	Location/Name	Land Use/Trip Generator	Quantity	Units[1]
City of Pomona				
1	1371 E. Ninth Street (Pomona Valley Transfer Station)	Self-Haul Trucks	1,500	TPD
		Collection Trucks	1,500	TPD
		Transfer Trucks	1,500	TPD
		Employees	75	EMP
		Gas/Diesel Station	6	VFP
2	1798 N. Garey Avenue	Hospital	267.299	TSF
	600 E. Bonita Avenue	Single Family Detached	123	DU
	2704 N. Garey Avenue	Medical Office Building	21.000	TSF
		Warehousing	28.000	TSF
	2343 N. San Antonio Avenue	Church	25.237	TSF
3	1750 W. Second Street	General Light Industrial	170.453	TSF
4	115 E. Third Street	Specialty Retail	11.597	TSF
		Condominium/Townhome	32	DU
	675 E. Mission Boulevard	Specialty Retail	5.125	TSF
		Condominium/Townhome	82	DU
	150 & 154 E. Monterey Avenue	Apartments	349	DU
	197 E. Second Street	Quality Restaurant	17.300	TSF
	600 E. Second Street	Student Housing	202	DU
		General Office	10.000	TSF
	499 N. Garey Avenue	Dance School	13.332	TSF
5	1476 S. Reservoir Street	Buddhist Temple	6.832	TSF
6a	Rio Rancho Towne Center Phase I Mountain View	Retail Center	199.254	TSF
6b	Rio Rancho Towne Center	Shopping Center	31.054	TSF
		Fast-food with Drive-Through	8.700	TSF
		Gas Station with Market and Car Wash	12	VFP
		Health/Fitness Club	43.000	TSF
7	1943 S. Towne Avenue	Single Family Detached	48	DU
8	216 S. Reservoir Street	Church	34.710	TSF
		Existing General Light Industrial (to be demolished)	7.324	TSF
9	715 E. Phillips Boulevard	Condominium/Townhome	4	DU
10	550 Caswell Street	Auto Repair Garage	2.168	TSF

Table 5.1-2
TIA Related Projects

TAZ	Location/Name	Land Use/Trip Generator	Quantity	Units[1]
City of Pomona (cont'd)				
11	1101 W. McKinley Avenue	Business Center	208.600	TSF
		Storage Facility	94.200	TSF
12	309 E. Foothill Avenue	Retail	10.300	TSF
13	1568 Indian Hill Boulevard	Car Rental	1.600	TSF
14	2322 S. Garey Avenue	Medical/Dental School	110.000	TSF
15	110 E. Foothill Boulevard	Bank	4.000	TSF
16	1041 S. White Avenue	Single Family Detached	20	DU
17	255 Bonita Avenue	Hospital	35.000	TSF
		Outpatient Office	22.000	TSF
18	942 W. Holt Avenue	Residential	62	DU
19	1395 W. Mission Boulevard	Public Assembly	17.211	TSF
20	252 W. Buena Vista Avenue	Industrial	4.210	TSF
21	689-695 E. Foothill Boulevard	Charter School	5.000	TSF
22	Pomona Ranch Plaza	Commercial	64.400	TSF
		Office	100.000	TSF
23	1300 E. Franklin Avenue	Industrial	8	Acre
24	811 S. White Avenue	Residential	13	DU
25	305 E. Arrow Highway	Public Assembly	18.000	TSF
26	2703 S. Towne Avenue	Medical Office Building	11.500	TSF
27	2205 Mt. Vernon Avenue	Industrial	276.000	TSF
28	1875 W. Mission Boulevard	Industrial	492.000	TSF
29	1585 W. Mission Boulevard	Industrial	245.700	TSF
30	2122 W. Valley Boulevard	Industrial	141.000	TSF
31	701 S. Garey Avenue	Retail/Market	37.000	TSF
32	365 S. Main Street	Charter School	34.500	TSF
33	1439 S. Palomares Street	Residential	6	DU
34	1390 S. Palomares Street	Residential	12	DU
City of Montclair				
35	TTM 17498	Single Family Detached	106	DU

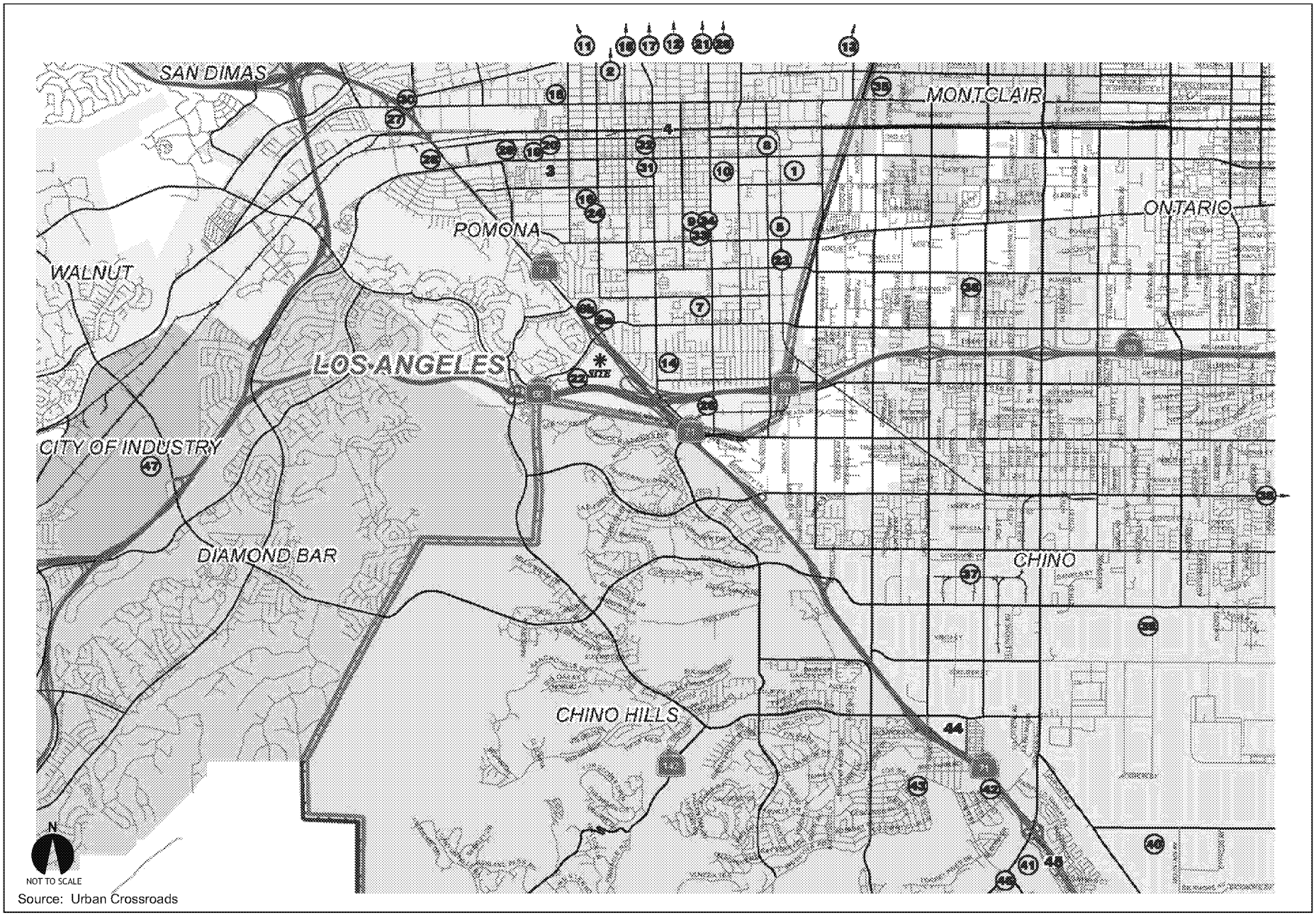
Table 5.1-2
TIA Related Projects

TAZ	Location/Name	Land Use/Trip Generator	Quantity	Units[1]
City of Chino				
36	Southeast corner of Ramona Avenue and Philadelphia Street	Shopping Center	37.704	TSF
	TM 18880	Single Family Detached	33	DU
	Chino Central	Single Family Detached	94	DU
	Central Avenue and Francis Avenue	Single Family Detached	113	DU
	5562 Philadelphia Street	Medical Office Building	24.729	TSF
		Specialty Retail	4.491	TSF
	Northeast corner of Benson Avenue and Philadelphia Street	Shopping Center	85.855	TSF
37	PL 08-0334	Industrial	421.031	TSF
	PL 10-0726	General Office	13.672	TSF
	Hillwood at Monte Vista/Schaefer	Industrial	409.000	TSF
38	Fern/Riverside Residential	Single Family Detached	94	DU
	Brewart Residential	Single Family Detached	127	DU
39	PL 11-0047	Apartments	135	DU
	TM 17898	Single Family Detached	77	DU
	TM 18873	Condominium/Townhome	149	DU
	TM 16838-2 PA 7B	Single Family Attached	67	DU
	TM 17899	Single Family Detached	66	DU
	TM 18848	Condominium/Townhome	101	DU
	TM 17891	Single Family Detached	75	DU
	PL 13-0435	Single Family Detached	41	DU
	PL 11-0299	Industrial	50.000	TSF
	PL 13-0601	Single Family Detached	209	DU
40	PL 10-0544	Industrial	300.300	TSF
	Majestic Chino Gateway	High Cube Warehouse	2890.400	TSF
		Warehousing	180.000	TSF
		Shopping Center	25.000	TSF
		Pharmacy w/Drive-Thru	13.000	TSF
		Fast-Food with Drive-Thru	8.600	TSF
	Chino West Industrial	High Cube Warehouse	942.325	TSF
		Warehousing	127.052	TSF

Table 5.1-2
TIA Related Projects

TAZ	Location/Name	Land Use/Trip Generator	Quantity	Units[1]
City of Chino Hills				
41	Higgins Business Park	General Office	40.000	TSF
		Business Park	338.682	TSF
		Specialty Retail	10.000	TSF
		Bank with Drive-Thru	3.000	TSF
		Fast-Food with Drive-Thru	3.000	TSF
		Gas Station with Market and Car Wash	10	VFP
42	County Club Villas	Condominium/Townhome	46	DU
43	Lago Los Serranos	Condominium/Townhome	95	DU
44	The Commons	Shopping Center	150.000	TSF
45	The Golden Triangle	Shopping Center	106.700	TSF
	Heritage Professional Center	Hospital	55.000	TSF
		Medical Office Building	86.952	TSF
		Hotel	120	Room
		Retail	38.848	TSF
		Restaurant	7.200	TSF
	Gateway Village Shopping Center	Retail	14.950	TSF
46	Vila Borba Specific Plan	Single Family Detached	351	DU
	Villagio Apartment Complex	Apartments	286	DU
	Vista Bella Townhomes	Condominium/Townhome	65	DU
City of Industry				
47	Industry Business Center	NFL Stadium	75,000	Seat
		Stadium-Related Uses	280.000	TSF
		Medical Office Building	100.000	TSF
		General Office	1,490.000	TSF
		Retail	833.000	TSF
		Restaurants	162.000	TSF
		Live Theater	5,000	Seat
		Movie Theater	1,200	Seat

Source: *Walmart 191 Expansion Traffic Impact Analysis, City of Pomona, California* (Urban Crossroads, Inc.) March 31, 2014.
Notes: TAZ = Traffic Analysis Zone
[1] DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Position; TPD = Tons per Day; EMP = Employees.



Source: Urban Crossroads

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Figure 5.1-1
Cumulative Project Locations

Certain Deficiencies Currently Affect the Study Area and Would be Compounded by Project Traffic; Certain Potentially Significant Cumulative Traffic Impacts are Anticipated Under Opening Year And Horizon Year Conditions

As summarized in Draft EIR Section 4.2, "Traffic and Circulation," under Existing (2013) conditions, one Study Area freeway ramp is currently affected by operational deficiencies that would be compounded by additional traffic generated by the Project. Additionally, under Opening Year (2016) and Horizon Year (2035) conditions, Project traffic in combination with traffic from other existing, approved, or probable development proposals, as well as traffic volumes and distribution patterns modeled for long range growth projections, would contribute to, and would be affected by, potentially significant cumulative intersection and/or freeway deficiencies. Existing, Opening Year, and Horizon Year cumulative impacts (deficiencies) at Study Area facilities are further discussed below. Jurisdictional control of affected facilities is indicated parenthetically.

EXISTING (2013) CONDITIONS

Under Existing conditions, traffic generated by the Project in combination with current traffic volumes recorded in the Study Area could result in the following potentially significant impacts:

Freeway Ramp Queuing Deficiencies

Absent improvements or mitigation, the addition of Project traffic would contribute to unacceptable a.m. and p.m. peak hour traffic queues at:

- SR-71 Northbound Ramps at Rio Rancho Road – westbound through lane (Caltrans)

All freeway facilities within the Study Area are under Caltrans jurisdiction. Neither the Lead Agency nor the Applicant can autonomously construct improvements within areas or locations under Caltrans jurisdiction. Thus, while physical improvements may be capable of mitigating potentially significant impacts to Caltrans facilities, these improvements cannot be feasibly implemented by, or assured by, the Applicant or the Lead Agency. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City of Pomona does not have an existing agreement with

the Caltrans regarding the improvement or timing of improvement of these intersections. As a result, there is no certainty that Caltrans will ever construct these improvements at any point in time, let alone Project Opening Year. Project traffic contributions to Existing Conditions deficiencies at the SR-71 Northbound Ramps at Rio Rancho Road are therefore recognized as cumulatively significant. Cumulatively significant impacts at SR-71 Northbound Ramps at Rio Rancho Road are summarized in Table 5.1-3.

Table 5.1-3
Existing (2013) Freeway Ramp Queuing Analysis

Location/ Movement[1]	Stacking Distance Provided	Existing (2013)						Existing plus Project					
		95th Percentile Stacking Distance Required (Ft.)			Acceptable?[2]			95th Percentile Stacking Distance Required (Ft.)			Acceptable?[2]		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
SR-71 Northbound Ramps at Rio Rancho Road													
WBT	361	**383[3]**	**406**	245	**NO**	**NO**	Yes	**345[3]**	**418**	265	Yes	**NO**	Yes

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), March 31, 2014.
Note:
[1] WBT = Westbound through movement.
[2] 95th percentile stacking distances are considered acceptable if queue length does not exceed the measured stacking lane distance plus an additional 15 feet assumed to be provided by transition turn lane(s).
[3] 95th percentile volumes exceeds capacity, queue may be longer. Queue shown is the maximum after two cycles.
Bold, shaded text indicates locations with unacceptable levels of service.

OPENING YEAR (2016)

Under Opening Year conditions, traffic generated by the Project in combination with traffic generated by other anticipated development activity, and compounded with traffic generated by ambient growth, could result in the following potentially significant cumulative impacts.

Intersection Deficiencies

Absent improvements or mitigation, Project traffic in combination with traffic generated by unspecified ambient growth and traffic from other known or probable related projects would contribute to unacceptable morning, evening, or Saturday peak hour LOS conditions at the following intersection:

- Garey Avenue at Rio Rancho Road/Philadelphia Street (Pomona).

Mitigation Measure 4.2.1 would successfully mitigate the Project's contribution to Opening Year cumulative traffic impacts at the intersection of Garey Avenue at Rio Rancho Road/Philadelphia Street. With the application of Mitigation Measure 4.2.1, Opening Year traffic impacts at Garey Avenue at Rio Rancho Road/Philadelphia Street are less-than-significant as summarized in Table 5.1-4.

Table 5.1-4
Opening Year (2016) Intersection Analysis
With-Project Conditions, Mitigated

ID	Intersection	Traffic Control[1]	2016 With Project, No Improvements						2016 With-Project, With Mitigation					
			Delay (seconds)			LOS			Delay (seconds)			LOS		
			AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
11	Garey Avenue at Rio Rancho Road/ Philadelphia Street	TS	55.3	42.9	21.6	F[2]	F[2]	C	42.7	45.3	31.9	D	D	C

Source: *Walmart Expansion 191 Traffic Impact Analysis, City of Pomona, California* (Urban Crossroads, Inc.) March 31, 2014.
[1] TS = traffic signal.
[2] V/C is greater than 1.00; Level of Service "F."

Freeway Ramp Queuing Deficiencies

Absent improvements or mitigation, Project traffic in combination with traffic generated by unspecified ambient growth and traffic from other known or probable related projects would contribute to unacceptable morning, evening, and/or Saturday peak hour traffic queues at:

- SR-60 Eastbound Ramps at Phillips Ranch Road-northbound through (Caltrans)
- SR-71 Southbound Ramps at Rio Rancho Road-westbound left (Caltrans)
- SR-71 Northbound Ramps at Rio Rancho Road-westbound through (Caltrans)

These potentially significant Opening Year cumulative traffic impacts would affect facilities under the jurisdiction of Caltrans. As under the Existing Conditions scenario described above, neither the Lead Agency nor the Applicant can autonomously construct improvements within areas or at locations under Caltrans jurisdiction. Thus, while physical improvements may be capable of mitigating potentially significant impacts to Caltrans facilities, these improvements cannot be feasibly implemented by, or assured by, the Applicant or the Lead Agency. Nor can their timely completion by Caltrans be assured.

Project traffic contributions to significant impacts at Caltrans jurisdictional facilities under the Opening Year scenario are therefore recognized as cumulatively considerable. Cumulative significant impacts at Caltrans facilities are summarized in Table 5.1-5.

Table 5.1-5
Freeway Ramp Queuing Analysis for Opening Year (2016) Conditions

Location/ Movement[1]	Stacking Distance Provided	2016 No Project						2016 With Project					
		95th Percentile Stacking Distance Required (Ft.)			Acceptable?[2]			95th Percentile Stacking Distance Required (Ft.)			Acceptable?[2]		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
SR-60 Eastbound Ramps at Phillips Ranch Road													
NBT	530	**593[3]**	128	82	**NO**	Yes	Yes	**596[3]**	131	85	**NO**	Yes	Yes
SR-71 Southbound Ramps at Rio Rancho Road													
WBL	200	154	**266[3]**	118	Yes	**NO**	Yes	154	**266[3]**	118	Yes	**NO**	Yes
SR-71 Northbound Ramps at Rio Rancho Road													
WBT	361	**442**	**600[3]**	336	**NO**	**NO**	Yes	**508[3]**	**656[3]**	**399**	**NO**	**NO**	**NO**

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.), March 31, 2014.
Note:
[1] NBT = northbound through movement; WBL = westbound left movement; WBT = westbound through movement.
[2] 95th percentile stacking distances are considered acceptable if queue length does not exceed the measured stacking lane distance plus an additional 15 feet assumed to be provided by transition turn lane(s).
[3] 95th percentile volumes exceeds capacity, queue may be longer. Queue shown is the maximum after two cycles.
Bold, shaded text indicates locations with unacceptable levels of service.

HORIZON YEAR (2035)

Under Horizon Year conditions, traffic generated by the Project in combination with traffic generated by other anticipated development activity, and compounded with traffic generated by ambient growth, could result in the following potentially significant cumulative impacts:

Intersection Deficiencies

Absent improvements or mitigation, Project traffic in combination with traffic generated by unspecified ambient growth and traffic from other known or probable related projects would contribute to unacceptable morning, evening, or Saturday peak hour LOS conditions at:

- Phillips Ranch Road at Village Road Loop (Pomona)
- Garey Avenue at Rio Rancho Road/Philadelphia Street (Pomona)

Mitigation Measure 4.2.2 (in combination with Mitigation Measure 4.2.1, which is required to mitigate Opening Year impacts) would successfully mitigate Project contributions to Horizon Year cumulative traffic impacts at the intersections of Phillips Ranch Road at Village Road Loop; and Garey Avenue at Rio Rancho Road/Philadelphia Street. With the application of mitigation, Horizon Year traffic impacts at Phillips Ranch Road at Village Road Loop; and Garey Avenue at Rio Rancho Road/Philadelphia Street are less-than-significant, as summarized in Table 5.1-6.[4]

Table 5.1-6
Intersection LOS
Horizon Year Intersection Analysis
With-Project Conditions, Mitigated

	Unmitigated						Mitigated						
	Horizon Year No-Project						Horizon Year With-Project						
	Delay (seconds)			LOS			Delay (seconds)			LOS			
Intersection	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	Jurisdiction
Phillips Ranch Road at Village Loop Road	**60.7**	31.5	15.4	**E**	C	B	54.3	29.7	14.9	D	C	B	Pomona
Garey Avenue at Rio Rancho Road/ Philadelphia Street	**61.3**	**76.0**	**32.1**	**F**	**F**	**F**	45.2	54.9	34.9	D	D	C	Pomona

Source: *Walmart 191 Expansion Traffic Impact Analysis*, City of Pomona, California (Urban Crossroads, Inc.) March 31, 2014.
Bold, shaded text indicates locations with unacceptable levels of service.

Freeway Ramp Queuing Deficiencies

Absent improvements or mitigation, Project traffic in combination with traffic generated by unspecified ambient growth and traffic from other known or probable related projects would contribute to unacceptable morning, evening, or Saturday peak hour traffic queues at the same ramp locations affected under Opening Year conditions:

- SR-60 Eastbound ramps at Phillips Ranch Road-northbound through (Caltrans)
- SR-71 Southbound ramps at Rio Rancho Road-westbound left (Caltrans)
- SR-71 Northbound Ramps at Rio Rancho Road-eastbound and westbound through (Caltrans)

[4] Reflects completion of Mitigation Measure 4.2.1 required to mitigate Opening Year traffic impacts.

These potentially significant Horizon Year cumulative traffic impacts would affect facilities under the jurisdiction of Caltrans. As previously noted for Existing and Opening Year conditions, neither the Lead Agency nor the Applicant can autonomously construct improvements within areas or at locations under Caltrans jurisdiction. Thus, while physical improvements may be capable of mitigating potentially significant impacts to Caltrans facilities, these improvements cannot be feasibly implemented by, or assured by, the Applicant or the Lead Agency. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City of Pomona does not have an existing agreement with the Caltrans regarding the improvement or timing of improvement of these intersections. As a result, there is no certainty that Caltrans will ever construct these improvements at any point in time, let alone Project Opening Year. Project traffic contributions to significant impacts at Caltrans jurisdictional facilities under the Horizon Year Conditions scenario are therefore recognized as cumulatively considerable. Cumulative significant impacts at Caltrans facilities are summarized in Table 5.1-7.

Table 5.1-7
Horizon Year No-Project and With-Project Freeway Ramp Queuing Deficiencies

Location/ Movement	Stacking Distance Provided (feet)	Horizon Year No-Project						Horizon Year With-Project					
		95th Percentile Stacking Distance Required (Feet)			Acceptable?			95th Percentile Stacking Distance Required (Ft.)			Acceptable?		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
SR-60 Eastbound Ramps at Phillips Ranch Road													
NBT	530	**678[2]**	262	107	**NO**	Yes	Yes	**682[2]**	266	111	**NO**	Yes	Yes
SR-71 Southbound Ramps at Rio Rancho Road													
WBL	200	171	**308[2]**	146	Yes	**NO**	Yes	175	**339[2]**	146	Yes	**NO**	Yes
SR-71 Northbound Ramps at Rio Rancho Road													
EBT	506	246	474	287	Yes	Yes	Yes	251	**525**	337	Yes	**NO**	Yes
WBT	361	**566**	**823**	**530**	**NO**	**NO**	**NO**	**597**	**879**	**619**	**NO**	**NO**	**NO**

Source: *Walmart 191 Expansion Traffic Impact Analysis, City of Pomona, California* (Urban Crossroads, Inc.) March 31, 2014.
Note: 95th percentile stacking distances are considered acceptable if queue length does not exceed the measured stacking lane distance plus an additional 15 feet assumed to be provided by transition turn lane(s).
Bold, shaded text indicates locations with unacceptable levels of service.

Cumulative Access Considerations

Site access driveways, traffic controls, and on-site circulation improvement concepts proposed by the Project act to reduce potential access and on-site circulation impacts. Final site access and on-site circulation designs would incorporate any additional provisions or

modifications suggested within the Project TIA, or as may otherwise be required by the City. City design review processes, and any resultant modifications incorporated in the Project Final Site Plan, would ensure that potential parking, site access, and internal circulation impacts are less-than-significant.

Other development projects within the cumulative impact area would design and construct adequate and appropriate parking areas, site access, and internal circulation systems, thereby avoiding or reducing the extent and scope of potential parking, access and internal circulation impacts. On this basis, the Project's potential contribution to cumulative impacts in regard to site access are not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

Summary

Project contributions to Existing, Opening Year, and Horizon Year significant traffic impacts affecting Study Area Caltrans facilities cannot be feasibly mitigated, and are therefore cumulatively significant and unavoidable.

With the application of Mitigation Measures 4.2.1 and 4.2.2, the Project's potential contribution to cumulative impacts at City facilities is not considerable, and the cumulative effects of the Project in these regards are determined to be less-than-significant.

No other potentially significant cumulative traffic/circulation impacts would result from, or be caused by, the Project.

5.1.1.3 Cumulative Impacts Related to Air Quality

The cumulative impact area for air quality considerations is generally defined by the encompassing Air Basin and boundaries of the jurisdictional air quality management agency. In this case, the South Coast Air Basin (SCAB, Air Basin) and the South Coast Air Quality Management District (SCAQMD) respectively. Project air pollutant emissions within the context of SCAQMD's regional emissions thresholds provide an indicator of potential cumulative impacts within the jurisdictional Air Basin. Due to the defining geographic and meteorological characteristics of the Air Basin, criteria pollutant emissions

that would potentially cumulatively impact air quality would be, for practical purposes, restricted to the Air Basin. Accordingly, the geographic area encompassed by the Air Basin is the appropriate limit for this cumulative Air Quality analysis.

Construction-Source Air Quality Impacts

As discussed in EIR Section 4.3, "Air Quality," and EIR Appendix D, the Project would not generate construction-source emissions exceeding applicable SCAQMD regional thresholds. Potential construction-source regional air quality impact would therefore be less-than-significant at the Project-level. SCAQMD considers less-than-significant Project-level AQ impacts not to be cumulatively significant, as would be the case for the Project.

As noted in Section 4.3, modeled construction-source emissions levels reflect all-on-site construction activities and also account for construction worker commutes and vendor deliveries, but do not take credit for reductions achieved through application of best available control measures (BACMs) and compliance with standard regulatory requirements, such as SCAQMD's Rule 403. Compliance with these measures would further reduce already less-than-significant Project-level and cumulative construction-source air quality impacts.

Operational-Source Air Quality Impacts

The Project Air Quality Analysis assessed emissions generation that would result from mobile sources (i.e., vehicular tailpipe emissions); fugitive dust related to vehicular travel; combustion emissions associated with natural gas and electricity use; landscape maintenance equipment; and architectural coatings used for long-term maintenance. As substantiated in EIR Section 4.3, Project operational-source air pollutant emissions would not exceed applicable SCAQMD thresholds. Per SCAQMD's "Cumulative Impact Analysis Requirements Pursuant to *CEQA Guidelines*," cumulative impacts in these regards would similarly be less-than-significant.

Non-Attainment Impacts

The Project area is designated as an extreme non-attainment area for ozone, a serious non-attainment area for PM_{10}, and a non-attainment area for $PM_{2.5}$. Germane to these regional

non-attainment conditions, the Project-specific evaluation of emissions presented in the preceding analysis discussion demonstrates that for all pollutant categories, the Project's construction- and operational-source emissions would not exceed applicable SCAQMD regional significance thresholds, and would be less-than-significant. These same significance thresholds are applied by SCAQMD in determining whether a given project's incremental contribution to criteria pollutant loads in the Basin is cumulatively considerable. The Project's emissions would therefore not result in a cumulatively considerable net increase in $PM_{2.5}$, PM_{10}, VOC, and NO_x emissions (VOC and NO_x are ozone precursors) within the encompassing non-attainment area(s).

CO Hotspot Impacts

The Project would generate additional vehicular traffic, and therefore could generate mobile-source emissions that could cause or contribute to adverse CO concentrations (CO "hotspots"). Potential CO hotspot impacts were evaluated in the Project Air Quality Impact Analysis (EIR Appendix D), and were determined to be less-than-significant. Less-than-significant CO hotspot impacts at the Project level are not cumulatively considerable.

Toxic Air Contaminants (TACs) Emissions Impacts

Background

The South Coast Air Quality Management District (SCAQMD)[5] has conducted an analysis of the cumulative effects of Toxic Air Contaminants (TACs) within the South Coast Air Basin (Basin). This cumulative analysis, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III)*, expresses cumulative TAC impacts in terms of potential increased cancer risks.[6] *MATES-III* estimates that the Basin-wide average excess cancer risk level resulting from exposure to cumulative TACs is approximately 1,200 incidents per one

[5] SCAQMD is the Responsible Agency providing guidance on applicable air quality analysis methodologies and air quality-related issues.

[6] Cancer risk refers to the probability of contracting cancer associated with exposure to a substance. It is expressed as the chance per million of a cancer case occurring. A risk of one per million, for example, would mean that in a population of one million individuals exposed over a 70 year lifetime, one additional cancer case would be expected.

million population. Related, *MATES-III* estimates the cumulative TAC-source cancer risk for the localized area encompassing the Project site at 1,098 incidents per million population.[7] Diesel Particulate Matter (DPM)-source cancer risks, are reflected in the area's ambient cumulative cancer risk along with all other TAC-source risks, and accounts for the predominance (83.6%) of the total risk shown in MATES-III.

Ambient TAC Impacts Presumed Cumulatively Significant

The SCAQMD *has* established a significance threshold for incremental *project-level* TAC impacts. Specifically, if a given project would generate TACs resulting in or causing an increase in cancer risks of 10 or more incidents per million population, that project's incremental cancer risk would be considered significant. This same significance threshold (10 in one million) is applied by SCAQMD in determining whether a given project's incremental contribution to ambient TAC-source cancer risks is cumulatively considerable. The SCAQMD *has not*, however, established a significance threshold for ambient cumulative TAC impacts affecting the Basin. Likewise, the City of Pomona (the Lead Agency) has no adopted cumulative TAC impacts significance threshold.

Absent an established threshold for cumulative TAC impacts, the following discussion assesses whether, in the light of other available existing information, the ambient cumulative TAC-source impacts affecting the Basin and the area encompassing the Project site could be characterized as significant.

As noted previously, MATES-III estimates the average ambient cumulative TAC-source cancer risk for the Basin as whole at 1,200 incidents per million population; in the localized area encompassing the Project site, the risk is estimated at 1,098 incidents per million population. Either of these existing cumulative TAC-source cancer risk levels (1,200 per million; or 1,098 per million) far exceeds the 10 in one million cancer risk at which project-level TAC-source cancer risks would be determined significant employing SCAQMD thresholds.

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[7] South Coast Air Quality Management District. *SCAQMD 2008, MATES III Carcinogenic Interactive Map.* Web. May 19, 2014. <http://www3.aqmd.gov/webappl/matesiii/>

Comparing the ambient cumulative TAC-source cancer risk (1,098 per million locally; or 1,200 per million Basin-wide) to the SCAQMD's established threshold for project-level TAC-source cancer risks (10 in one million), the ambient cumulative TAC-source cancer risk is approximately 110 to 120 times greater than the incremental risk at which project-level TAC-source cancer risks would be considered significant.

Although there is not yet an established significance threshold for ambient cumulative TAC impacts, given the magnitude by which the ambient cumulative condition exceeds SCAQMD's established project-level significance threshold (ambient cumulative TAC conditions are 110 to 120 times greater than the project-level threshold), the ambient cumulative condition would likely exceed whatever significance threshold may be established for cumulative impacts affecting the Basin. On this basis, and absent a prevailing threshold adopted by the Lead or Responsible Agency, ambient cumulative TAC impacts are presumed to be significant.

Related Projects Contribution to Cumulative TAC Impacts

In addition to the MATES-III cumulative TAC-source cancer risk noted above, other new or proposed potential TAC-generating projects (related projects) in the Study Area could contribute to cumulative TAC impacts. These related projects, due to their recent and/or tentative nature, are not reflected in the cumulative TAC impacts identified in the MATES-III study.

In consultation with the Lead Agency, related TAC-generating projects located within a one-quarter mile radius of the Project were identified and are reflected in this cumulative TAC analysis. These related projects include:

- Rio Rancho Towne Center project (419,190-square-foot retail center); and
- Pomona Ranch Plaza Addendum project (64,400 square feet of commercial and 100,000 square feet of office to be located in the existing Pomona Ranch Plaza).

These related projects are located within one-quarter mile of the proposed Walmart Expansion Project considered herein, and TACs generated by these related projects could potentially contribute to, or interact with, the Project's TAC emissions.

TAC emissions associated with these two related projects would primarily be DPM emissions generated by commercial delivery trucks. A Draft Environmental Impact Report (DEIR) inclusive of a project-level HRA was prepared for the Rio Rancho Towne Center project in July 2012. The DEIR and HRA determined that the maximum cancer risk attributable to the Rio Rancho Towne Center project would be 0.58 in one million.

The Pomona Ranch Plaza Addendum project analysis provides no development-specific information on potential cancer risks. In an effort to overstate, rather than understate potential impacts associated with the Pomona Ranch Plaza Addendum project, cancer risks similar to those identified for the Rio Rancho Towne Center project were assumed, and were based on a ratio of the total square footage proposed for the Pomona Ranch Plaza Addendum project (164,400 square feet) versus the Rio Rancho Towne Center project (419,190 square feet). Employing this ratio, the maximum cancer risk attributable to the Pomona Ranch Plaza Addendum project is estimated at 0.23 in one million.

Project Contribution to Cumulative TAC Impacts

Project-source TACs would incrementally increase the background cancer risk by a maximum of 5.29 incidents per million population. The applicable SCAQMD significance threshold for Project-level TAC-source cancer risk impacts is 10 incidents per million population. Similarly, SCAQMD significance thresholds state that Project contributions to cumulative TAC-source cancer risks would be cumulatively considerable if greater than 10 incidents per million population would occur. The 5.29 incidents per million population increment resulting from the Project is therefore not significant, nor cumulatively considerable.

Summary and Conclusions

To provide context for, and quantify cumulative TAC effects within the Study Area, the Project TAC-source cancer risk, and the TAC-source cancer risks from the related projects

identified herein, were added to the total background risk derived by the MATES-III study, yielding a maximum potential cumulative TAC-source risk affecting the Study Area. As indicated in Table 5.1-8, the maximum potential cumulative cancer risk within the Study Area is estimated at 1,104.10.

Table 5.1-8
Study Area Cumulative Cancer Risk

Cumulative Impact Scenario	Risk Sources			Maximum Cumulative Risk
	Background TACs	Related Projects TACs	Project TACs	
	Cancer Risk Per Million Population			
Cumulative Impact Without Project	1,098	---	---	**1,098**
Cumulative Impact With Project	1,098	---	5.29	**1,103.29**
Cumulative Impact With Project and Related Projects	1,098	0.81	5.29	**1,104.10**

Source: *Walmart 191 Expansion Air Toxics Health Risk Assessment City of Pomona* (Urban Crossroads, Inc.) April 1, 2014.
Notes: Background TAC risk from: MATES-III Carcinogenic Risk Interactive Map (http://www2.aqmd.gov/webappl/matesiii/) (SCAQMD 2008).

The MATES-III ambient cumulative TAC impact represents approximately 99.5 percent of the total cumulative impact identified in Table 4.3-13; and due to its magnitude when compared to project-level TAC impact significance thresholds, is presumed to be cumulatively significant. The Project would incrementally contribute to this presumably significant cumulative impact. However, the Project's incremental contribution of 5.29 incidents per million population does not exceed, or even approach the established SCAQMD threshold (10 incidents per million population) at which project-level TAC contributions would be determined cumulatively considerable. On this basis, Project TAC emissions impacts are not considered cumulatively considerable.

GHG Emissions/Global Climate Change

As demonstrated in the Project Air Quality Study (EIR Appendix D) and the information presented in EIR Section 4.3, the Project would not conflict with the attainment of the State's goals of reducing greenhouse gas emissions as dictated by existing policy and legislation. As such, the Project's potential to contribute considerably (either individually or

cumulatively) to a global climate change impact through greenhouse gas (GHG) emissions is less-than-significant.

Summary

As discussed in EIR Section 4.3, "Air Quality," and EIR Appendix D, Project construction-source, and operational-source emissions would not exceed applicable SCAQMD thresholds. Project generation of specific pollutants that would contribute to ozone production within a regional non-attainment area, carbon monoxide hotspots, and potential health risks were also found to be below applicable thresholds. Additionally, the Project would not contribute considerably to GHG emissions levels. Based on the preceding discussions, the Project's potential contribution to air pollutant emissions is not considerable, and the cumulative effects of the Project in relation to air quality are determined to be less-than-significant.

Like the Project, other development projects within the cumulative impact area would fully implement requirements of local and regional air quality management plans, thereby resulting in reductions of regional pollutant emissions and associated cumulative air quality impacts to the extent feasible.

5.1.1.4 Cumulative Impacts Related to Noise

The cumulative impact area for noise considerations is generally defined as surrounding properties that could receive Project-generated noise (either construction or operational), and would also include roadway corridors affected by Project-related traffic and associated vehicular noise.

Construction-Source and Stationary/Area-Source Noise Impacts

Potential noise impacts of the Project are discussed in EIR Section 4.4, "Noise," and EIR Appendix E. As discussed within the EIR, the Project's construction-source and stationary/area-source noise levels were not found to result in a substantial temporary periodic or permanent increase in ambient noise conditions compared to conditions without the Project. There are no known potentially significant off-site noise sources that

would interact with, or compound noise generated by Project construction activities or on-site operations, and so be determined to be cumulatively significant.

Vehicular-Source Noise Impacts

Cumulative vehicular-source noise impacts affecting City roadway corridors under General Plan Buildout conditions are comprehensively addressed in the City of Pomona General Plan Update EIR (July 2013), and are determined to be less-than-significant.[8] The Project is consistent with land uses and development intensities anticipated under General Plan Update Buildout conditions, and traffic and vehicular-source noise generated by the Project are reflected in the traffic and noise modeling prepared as part of the General Plan Update EIR. As noted, under General Plan Buildout conditions, cumulative vehicular-source noise impacts affecting City roadways would be less-than-significant, and the Project's contribution to these less-than-significant impacts would be indiscernible and not cumulatively considerable.

It is further noted that any potential future land uses that could be affected by vehicular-source noise impacts would be reviewed on a development-specific basis, to ensure land use/noise compatibility. Any necessary noise studies would be prepared, and required noise attenuation measures would be provided consistent with the City's Municipal Code and Building Code requirements.

Summary

The Project's potential contributions to cumulative construction-source and operational-source noise impacts (inclusive of area sources and vehicular sources) is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.1.1.5 Cumulative Impacts Related to Hydrology and Water Quality

The cumulative impact area when considering potential hydrology and water quality impacts is defined as the area encompassed by the jurisdictional Regional Water Quality

[8] *City of Pomona General Plan Update, Corridors Specific Plan, ATP and Green Plan EIR* (Rincon Consultants, Inc.) July 2013, pages 15–16, et. al.

Control Board. In this case, this is the Los Angeles Regional Water Quality Control Board (LARWQCB). Local oversight is also provided by the City of Pomona and County of Los Angeles.

As discussed in EIR Section 4.5, "Hydrology and Water Quality," the Project would incorporate all necessary drainage and storm water management systems, and would comply with all storm water system design, construction, and operational requirements mandated under the City's Municipal Code and within regulations established by other agencies, such as the LARWQCB and California Department of Water Resources. More specifically, post-development storm water discharge rates at the Project site would not exceed pre-development conditions. Metered release to the storm drain system would be realized pursuant to applicable requirements, thereby avoiding potentially adverse cumulative effects of increased storm water discharge rates. Potential cumulative effects of storm water pollutants are addressed and regulated pursuant to mandated Project-specific SWPPP and SUSMP requirements, reflecting NPDES mandates and water quality objectives, plans and policies articulated in the LARWQCB Basin Plan, and its updates and amendments.

Other development projects within the cumulative impact area would be subject to similar storm water and water quality management standards, thereby avoiding or reducing the extent and scope of potential cumulative impacts in regard to hydrology and water quality.

Summary

Based on compliance with established policies and regulations, as well as Project-specific mitigation, the Project's potential contribution to cumulative impacts in regard to hydrology and water quality is not considerable, and the cumulative effects of the Project are less-than-significant.

5.1.1.6 Cumulative Impacts Related to Public Services

Section 4.6 of this DEIR addresses potential public services impacts. No potentially significant impacts to public services or utilities were identified based on Project

development. Topical considerations under the general heading of Public Services are discussed below.

Police and Fire Protection Services

The cumulative impact areas for fire and police protection services are generally defined by respective fire protection and police protection service boundaries, though such agencies also provide extra-jurisdictional mutual support allowing for additional and supplemental services under emergency situations.

Cumulatively, the Project and other development in the City and surrounding communities would add to demands on fire protection, law enforcement, and emergency medical response services. Cumulative demands for these services are reduced through review and coordination of development projects with potentially affected service providers, and incorporation of appropriate design and construction elements which act to enhance safety and minimize potential hazards. The Project site and building plans are subject to review and approval by responsible fire protection and law enforcement agencies, acting to reduce or avoid potential increased demands on fire protection and law enforcement services.

Cumulatively, areawide demands for fire protection and law enforcement services are funded through payment of taxes and fees that support government services. Tax revenues and fees generated by the Expansion Project would contribute to City funds available to improve facilities and equipment, and to hire and train additional staff and officers. Service providers, in combination with City decision-makers, would ultimately determine the most effective use of revenues generated by the Project, and how these may be employed for the provision and enhancement of police and fire protection services.

Summary

Like the Project, other development proposals within the public services cumulative impact areas would similarly participate in the funding, modification, and improvement of area services, and that all development would be designed, implemented, and operated consistent with applicable agency requirements, thereby reducing potential cumulative impacts. Based on the preceding discussion, the Project's potential contribution to

cumulative impacts in regard to public services is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

5.2 ALTERNATIVES ANALYSIS

5.2.1 Alternatives Overview

Pursuant to *CEQA Guidelines* Section 15126.6, an EIR must describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain the basic Project objectives, but would avoid or substantially lessen any of the significant environmental effects of the proposal (for ease of reference, Project environmental impacts are summarized in Section 5.2.3, following). As further presented in the *CEQA Guidelines*, an EIR need not consider every conceivable alternative, but rather, the discussion of alternatives and their relative merits and impacts should be provided in a manner that fosters informed decision-making and public participation. To this end, the *CEQA Guidelines* indicate that the range of alternatives selected for examination in an EIR should be governed by "rule of reason," and requires the EIR to set forth only those alternatives necessary to permit an informed decision.

Consistent with the provisions of the *CEQA Guidelines*, the following analysis presents a reasonable range of alternatives to the Project that would potentially lessen its environmental effects while allowing for attainment of the basic Project Objectives (for ease of reference, Project Objectives are restated in Section 5.2.2, following). Supporting reasoning behind the selection of alternatives is presented together with a summary description of each alternative. The merits of the selected alternatives compared to the Project are described and evaluated.

The alternatives analysis concludes with identification of the environmentally superior alternative. If the environmentally superior alternative is the No Project Alternative, the *CEQA Guidelines* require that one of the remaining considered Alternatives be identified as the environmentally superior selection.

5.2.2 Project Objectives

The primary goal of the Project is the development of the subject site with a productive mix of commercial/retail uses. Complementary objectives of the Project include the following:

- To maintain and support existing retail sales capabilities while upgrading current facilities and adding a grocery sales component to the existing Walmart Store;

- To take full advantage of the existing Walmart Store's visibility and accessibility provided by its location at an intersection of major thoroughfares in the City of Pomona; and to take advantage of existing infrastructure systems and public services rather than create or extend new infrastructure and services into previously unserved or underserved areas;

- To upgrade and expand the existing Walmart Store in order to satisfy the current unmet demand for goods and services from consumers residing in the encompassing trade area;

- To expand the range of goods and services currently provided by the existing Walmart Store, thereby reducing the number of trips currently being made to shop for these same goods and services outside the City of Pomona;

- To provide a convenient source of grocery and food items to serve the local community;

- Create additional employment-generating opportunities for the citizens of Pomona and the surrounding communities; and

- Maximize and broaden the City's sales tax base by providing local and regional tax-generating uses and by increasing property tax revenues.

Please refer also to Draft EIR Section 3.6, "Project Objectives."

5.2.3 Environmental Impacts of the Project

Less-Than-Significant Impacts

With the exception of certain traffic impacts (discussed below), the Project's potential impacts under all environmental topics considered in this EIR (Land Use, including Urban Decay; Air Quality; Noise; Hydrology and Water Quality; and Public Services) are less-than-significant or can be reduced to a level that is less-than-significant through the application of mitigation measures proposed herein.

Significant Impacts

As discussed in Draft EIR Section 4.2, "Traffic and Circulation," the Project would contribute to potentially significant extra-jurisdictional traffic impacts affecting freeway ramp facilities under the control of Caltrans. It may be noted, however, that freeway ramp deficiencies within the Study Area would occur with or without the addition of Project traffic (please refer to previous Tables 5.1-3, 5.1-5, 5.1-7). The Project's contribution to these deficiencies is recognized as cumulatively considerable. Neither the Lead Agency nor the Applicant can autonomously construct improvements within areas, or at locations, under Caltrans jurisdiction. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City of Pomona does not have an existing agreement with Caltrans regarding the improvement or timing of improvement of these intersections. Thus, while physical improvements may be capable of mitigating potentially significant impacts to Caltrans facilities, these improvements cannot be feasibly implemented, or assured, by the Applicant or the Lead Agency. Nor can their timely completion by Caltrans be assured. Project traffic contributions to impacts at the Caltrans jurisdictional facilities listed above are therefore recognized as cumulatively considerable.

5.2.4 Description of Alternatives

5.2.4.1 No Project Alternative

The *CEQA Guidelines* specifically require that the Draft EIR include in its evaluation a No Project Alternative. The No Project Alternative should make a reasoned assessment as to the future disposition of the subject site should the Project under consideration not be

developed. For the purposes of the EIR Alternatives Analysis, the No Project Alternative is considered to be equivalent to a "No Build" scenario. That is, if the Project or some similar development proposal is not implemented on the subject site, there are no other known or probable scenarios for the subject property, in which case the site would likely remain in its current state for the foreseeable future. Under the No Project Alternative, environmental attributes would be as described under the EIR discussions of existing conditions, as may be influenced by other area development.

5.2.4.2 Reduced Intensity Alternative

As seen in the preceding presentation of Project Objectives, the proposed expansion of the Pomona Ranch Plaza Walmart is an integral part of the Walmart business model, which would provide additional products and services to the store's existing customers. Reducing the size of the proposed expansion area would result in a corresponding reduction in the fulfillment of the stated Project Objectives. Additionally, as discussed above, the only significant impacts that have been identified in this document are Project contributions to existing and projected on/off-ramp deficiencies affecting Caltrans facilities within the Study Area. In most instances, these deficiencies would occur with or without the Project; and in all cases, the deficiencies are cumulative in nature (Project traffic alone would not cause or result in any freeway ramp deficiencies). There is no feasible means or authority for the Project Applicant or the Lead Agency to effect the necessary improvements to resolve these deficiencies. Accordingly, Project contributions to these deficiencies are recognized as cumulatively considerable.

Ultimately, Caltrans proposes to improve the SR-71 Freeway between the I-10 Freeway and SR-60 Freeway to include the addition of a mixed-flow lane in both directions of travel, addition of a high-occupancy vehicle (HOV) lane in both directions of travel, and grade separation of the SR-71 Freeway. Scope and configuration of these improvements are being coordinated with the City on an on-going basis, and reflect City traffic demands, as well as anticipated regional traffic growth reflected in the 2012 SCAG RTP and 2008 SCAG model assumptions. These improvements would improve Study Area freeway operational conditions generally and would act to resolve or at minimum, reduce the severity of

existing and projected freeway ramp operating deficiencies noted herein. No freeway corridor improvements beyond those planned by Caltrans are currently proposed.

Reductions in Project intensity or Project traffic would not meaningfully or substantively reduce the identified existing and projected cumulative traffic impacts affecting State highway facilities. Nor would a reduction in Project intensity and/or Project traffic meaningfully or substantively alter (positively or negatively) proposed SR-71 Freeway corridor improvements to be implemented by Caltrans. Based on the preceding, a Reduced Intensity Alternative specifically scoped to address cumulative freeway ramp operating deficiencies was not further evaluated.

Nonetheless, in order to address the Alternatives Assessment requirements of CEQA, and provide the public and decision-makers a readily-differentiated assessment of an alternative development scenario for the subject site, a Reduced Intensity Alternative reflecting a 50 percent reduction in the area of the proposed expansion has been assumed. The Reduced Intensity Alternative considered here would thus result in an approximately 30,860-square-foot expansion of the existing Walmart store, as opposed to the approximately 61,719-square-foot expansion proposed under the Project.

5.2.5 Alternatives Considered and Rejected

Alternative Site

As stated in the *CEQA Guidelines* §15126.6 (f)(1)(2)(A), the "key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the Project in another location." Only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR.

In that the Project is defined as exterior expansion and interior renovation of the existing Walmart store located at 80 Rio Rancho Road, within the existing Pomona Ranch Plaza, there are, by definition, no reasonable or feasible alternative sites for the proposed development. Further, there are no feasible alternative Project configurations or alternative

locations within the subject site that would provide any discernible reduction in the impacts projected to occur under the Project.

In this latter regard, all potential environmental impacts resulting from the Project (with the exception of cumulative traffic impacts at nearby State highway facilities under Caltrans jurisdiction) are less-than-significant, or less-than-significant with the application of mitigation measures identified herein. CEQA does not require analysis of alternative locations in order to further reduce impacts that are already less-than-significant.

The significant traffic impacts recognized at Study Area freeway ramp locations are cumulative in nature, and responsibility and authority for mitigation of these impacts resides with Caltrans. These cumulative traffic impacts would not be influenced or altered by reconfiguring or relocating the Project within the subject site. Lastly, it is noted that the subject site is relatively small (approximately 16.70 acres), fully encompassed by urban development; and is itself fully developed with structures, parking areas, and landscaping. Absent substantial or full demolition of existing uses, there are limited alternative areas for potential expansion and/or reconfiguration of facilities.

As indicated, any expansion/renovation comparable to the Project within the subject site would result in comparable impacts; and these impacts would occur irrespective of an alternative configuration or location within the subject site. On this basis, further analysis of a potential Alternative Site or alternative configuration within the subject site were not considered warranted, nor would such discussions be of material benefit to the EIR Alternatives Analysis.

5.2.6 Comparative Impacts of Alternatives

5.2.6.1 Comparative Land Use Impacts

No Project Alternative

The No Project Alternative assumes continuing use of the subject site in its present state. No new development would occur, and no discretionary approvals would be required. The

No Project Alternative would have no market effects, with no associated potential economic impacts, nor any associated physical changes. On this basis, potential land use impacts under the No Project Alternative would be reduced when compared to the Project.

Reduced Intensity Alternative

Under the Reduced Intensity Alternative, development of the Project site would be reduced by approximately 50 percent, which would not affect the extent or scope of required discretionary actions. Potential market impacts under the Reduced Intensity Alternative would be somewhat diminished compared to the Project, and as under the Project, the potential for urban decay to result would be less-than-significant.

5.2.6.2 Comparative Traffic/Circulation Impacts

No Project Alternative

The No Project Alternative assumes continuing use of the subject site in its present state. No new development would occur, and existing traffic conditions would remain unaffected, except as altered by ambient growth or other related projects. On this basis, projected traffic/circulation deficiencies identified in this EIR would likely persist under the No Project Alternative, but would be slightly reduced when compared to anticipated "With-Project" conditions.

Reduced Intensity Alternative

The Reduced Intensity Alternative would realize an approximately 30,860-square-foot expansion of the existing Walmart store, as opposed to the approximately 61,719-square-foot expansion proposed under the Project. Comparative trip generation under the Project and the Reduced Intensity Alternative is presented in Table 5.2-1.

The 50 percent reduction in scope under the Reduced Intensity Alternative would likely result in incrementally improved performance at Study Area roadways and intersections and would tend to reduce mitigation requirements at affected Study Area City intersections However, pre-existing and projected cumulative freeway ramp deficiencies affecting Caltrans facilities would likely persist pending completion of Caltrans' planned SR-71 corridor improvements.

Table 5.2-1
Comparative Trip Generation
Project and Reduced Intensity Alternative

Description	Size (sq. ft.)	Daily Trips	Weekday						Saturday		
			AM Peak Hour			PM Peak Hour			Mid-day Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Project Trips											
Project	61,719	3,533	79	59	138	154	154	308	233	223	456
Reduced Intensity Alternative	30,860	1,766	40	29	69	77	77	154	116	112	228
Net Difference	--	*(1,767)*	*(39)*	*(30)*	*(69)*	*(77)*	*(77)*	*(154)*	*(117)*	*(111)*	*(228)*

Source: *Walmart 191 Expansion Traffic Impact Analysis,* City of Pomona, California (Urban Crossroads, Inc.) March 31, 2014; Applied Planning, Inc.

Based on the preceding, when compared to the Project, traffic generated under the Reduced Intensity Alternative would likely decrease traffic volumes at Study Area intersections. Intersection mitigation requirements may be reduced, and mitigated intersection operating conditions would remain less-than-significant. However, incremental traffic generation reductions under the Reduced Intensity Alternative would not substantively affect cumulative freeway traffic volumes within the Study Area, and cumulatively significant freeway ramp operating deficiencies would likely persist. These deficiencies would, however, likely be incrementally reduced when compared to the Project.

5.2.6.3 Comparative Air Quality Impacts

No Project Alternative

Incremental air pollutant emissions under the No Project Alternative would be precluded in that no additional development activity would take place. The No Project Alternative would therefore not result in any development-specific or cumulative air pollutant emissions impacts. Air quality characteristics at the subject site would reflect currently monitored conditions, as may be affected by any off-site development proposals, and regional air quality and climactic patterns. On this basis, construction and operational air pollutant emissions impacts under the No Project Alternative would likely reflect existing air quality conditions.

Reduced Intensity Alternative

Under the Reduced Intensity Alternative, maximum construction-related emissions from site preparation and grading would likely be the same as for the Project. In this regard, the maximum daily site disturbance and amount of equipment employed concurrently would likely be similar to the construction scenario envisioned for the Project. As with the Project, mitigated construction-related emissions would not exceed SCAQMD emissions thresholds. Because the scope of development would be reduced under this Alternative, the duration of construction activities and construction emissions may be reduced when compared to the Project.

Based on its reduced scope of development and associated reductions in vehicle trips and vehicle miles traveled (VMT), vehicular-source emissions under the Reduced Intensity Alternative would likely be reduced when compared to the Project. Assuming vehicular-source emissions would be reduced proportionally to reductions in traffic generation, the Reduced Intensity Alternative would generate an estimated 9.16 pounds of VOC, 16.08 pounds of NOx, 68.71 pounds of CO, 0.14 pounds of SOx, 8.95 pounds of PM_{10}, and 2.54 pounds of $PM_{2.5}$ per day (please refer to Table 5.2-2). Emissions levels under the Reduced Intensity Alternative would remain below applicable thresholds.

Table 5.2-2
Comparative Operational-Source Emissions - Project and Reduced Intensity Alternative
Worst Case Winter/Summer Conditions (Pounds Per Day)

Operational Emissions	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Project						
Area Sources (Landscape and Building Maintenance, Consumer Products)	3.08	2.50e-4	0.03	--	9.00e-5	9.00e-5
Building Energy Consumption	3.10e-3	0.03	0.02	1.70e-4	2.14e-3	2.14e-3
Mobile Sources	15.22	32.12	137.35	0.27	17.90	5.06
Maximum Daily Emissions	**18.31**	**32.15**	**137.40**	**0.27**	**17.90**	**5.07**
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO
Reduced Intensity Alternative						
Area Sources (Landscape and Building Maintenance, Consumer Products)	3.08	2.50e-4	0.03	--	9.00e-5	9.00e-5
Building Energy Consumption	3.10e-3	0.03	0.02	1.70e-4	2.14e-3	2.14e-3

Table 5.2-2
Comparative Operational-Source Emissions - Project and Reduced Intensity Alternative
Worst Case Winter/Summer Conditions (Pounds Per Day)

Operational Emissions	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Mobile Sources	7.61	16.06	68.68	0.14	8.95	2.53
Maximum Daily Emissions	**10.69**	**16.09**	**68.73**	**0.14**	**8.95**	**2.54**
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: *Walmart 191 Expansion Air Quality Impact Analysis, City of Pomona* (Urban Crossroads, Inc.) April 1, 2014; Applied Planning, Inc.
Notes: Modeling results may not total 100% due to rounding. Scientific notation (e-3) expresses exponential quantities; e.g. 2.50e-4 = 2.50 $x10^{-4}$ = 2.50 x 0.0001 = 0.000250. Area Source and Building Energy Consumption emissions assumed constant under all development scenarios.

Moreover, based on overall reductions in development scope, operational activities and associated reductions in air pollutant emissions, already less-than-significant LST, CO Hot Spot, HRA and GHG impacts occurring under the Project would likely be further reduced under the Reduced Intensity Alternative.

5.2.6.4 Comparative Noise Impacts

No Project Alternative

No development would occur under the No Project Alternative, and no new construction-source noise or operational-source noise would be generated. Potential noise impacts otherwise occurring under the Project would likely be reduced when compared to the No Project condition.

Reduced Intensity Alternative

Under the Reduced Intensity Alternative, the scope of operational area noise sources would likely to be reduced based on an overall reduction in site development and intensity of activities. However, aggregate perceived operational noise levels due to area sources would not be discernibly reduced in that peak noise levels and noise sources associated with the proposed Walmart expansion would remain unaffected. Under either the Reduced Intensity Alternative or the Project, noise levels generated by area sources would be less-than-significant.

Under the Reduced Intensity Alternative, traffic volumes would be decreased when compared to the Project, with anticipated correlating decreases in vehicular noise. In this regard, the Reduced Intensity Alternative would likely further reduce already less-than-significant vehicular noise impacts of the Project.

5.2.6.5 Comparative Hydrology/Water Quality Impacts

No Project Alternative

Under the No Project Alternative, no additional impervious surfaces would be created, existing drainage patterns would not be altered and no new drainage/storm water management systems would be required. Potential hydrology/water quality impacts otherwise occurring under the Project would likely be reduced when compared to the No Project condition.

Reduced Intensity Alternative

Diminished overall site development realized under the Reduced Intensity Alternative would likely reduce the extent of impermeable surfaces within the subject site, with corollary reductions in developed storm water runoff. This could reduce the scope of, relieve and/or alter certain design and drainage elements, with no discernible effect on the amount or quality of storm water exiting the Project site. That is, as with the Project, the quality and quantity of drainage discharge resulting from implementation of the Reduced Intensity Alternative are governed by fixed NPDES permitting requirements as well as applicable policies of the City SUSMP, Los Angeles County Department of Public Works and Los Angeles Regional Water Quality Control Board. As such, quality and quantity of drainage discharge resulting from implementation of the Reduced Intensity Alternative would not be significantly different than discharge quantities and qualities resulting from implementation of the Project. Under either the Project or the Reduced Intensity Alternative, potential hydrology/water quality impacts would be less-than-significant.

5.2.6.6 Comparative Public Services/Utilities Impacts

No Project Alternative

The No Project Alternative would not introduce new development to the subject site. No impacts to public services would result from implementation of this Alternative. In this sense, Public Services/Utilities Impacts would be reduced when compared to the Project.

Reduced Intensity Alternative

The Reduced Intensity Alternative, because it would result in development of similar land uses at a lower intensities than that of the EIR Project, can be expected to have similar, though reduced, public services/utilities impacts. Potential public services/utilities impacts of the Project are determined to be less-than-significant. The Reduced Intensity Alternative would further diminish these potential impacts.

5.2.6.7 Comparative Attainment of Project Objectives

No Project Alternative

No new or additional commercial/retail facilities would be realized under the No Project Alternative. The No Project Alternative would therefore not achieve any of the Project Objectives.

Reduced Intensity Alternative

As summarized below, the Reduced Intensity Alternative would, to some degree, realize the stated Project Objectives.

- To maintain and support existing retail sales capabilities while upgrading current facilities and adding a grocery sales component to the existing Walmart Store. *The 50 percent reduction in Project scope under the Reduced Intensity Alternative would still allow for the concurrent addition of a grocery sales component, although smaller. Furthermore, the addition of a grocery sales component under the Reduced Intensity Alternative would also require the reduction of some general merchandise floor area. The reduction of general merchandise floor area would not meet the objective of maintaining,*

support, and enhancing the existing facility. Accordingly, the Reduced Intensity Alternative would not meet this objective.

- To take full advantage of the existing Walmart Store's visibility and accessibility provided by its location at an intersection of major thoroughfares in the City of Pomona; and to take advantage of existing infrastructure systems and public services rather than create or extend new infrastructure and services into previously unserved or underserved areas. *The approximately 50 percent reduction in Project scope under the Reduced Intensity Alternative minimizes effective use of the existing available commercial property located in the vicinity of the Rio Rancho Road/SR-71 interchange, which is considered to be in a premier location due to its visibility from nearby roadways (including SR-60), and access to nearby communities in Phillips Ranch, the cities of Pomona, Chino Hills, and Diamond Bar. The noted reduction in scope would similarly not take full advantage of existing and proposed infrastructure available to the Project site.*

- To upgrade and expand the existing Walmart Store in order to satisfy the current unmet demand for goods and services from consumers residing in the encompassing trade area. *The 50 percent reduction in Project scope under the Reduced Intensity Alternative would generally reduce the capacity to satisfy existing and projected unmet market demands within the trade area. Accordingly, the Reduced Intensity Alternative could meet this objective, but at a much smaller level than the Proposed Project.*

- To expand the range of goods and services currently provided by the existing Walmart Store, thereby reducing the number of trips currently being made to shop for these same goods and services outside the City of Pomona. *The 50 percent reduction in Project scope under the Reduced Intensity Alternative would reduce the variety and scope of products and services which may otherwise attract new customers to the trade area. As noted above, the Reduced Intensity Alternative still allows for the concurrent addition of a grocery sales component, although smaller. Furthermore, the addition of a grocery sales component under the Reduced Intensity Alternative would also require a reduction of some general merchandise floor area. The reduction in general merchandise floor area would result in the limitation of some goods and services currently provided at the existing Walmart, which is contrary to this objective. While the Reduced Intensity*

Alternative may reduce localized effects of traffic on an areawide or regional basis, this Alternative would tend to reduce trip capture within the trade area. The trips made for shopping opportunities to points outside the trade area would also tend to be of greater distances.

- To provide a convenient source of grocery and food items to serve the local community. *As noted above, the Reduced Intensity Alternative still allows for the concurrent addition of a grocery sales component, although smaller. This smaller grocery sales component would limit the overall range of the availability of food items that could be available under the Proposed Project.*

- Create additional employment-generating opportunities for the citizens of Pomona and the surrounding communities. *The 50 percent reduction in Project scope under the Reduced Intensity Alternative would reduce employee opportunities when compared to the Project.*

- Maximize and broaden the City's sales tax base by providing local and regional tax-generating uses and by increasing property tax revenues. *As noted above, the Reduced Intensity Alternative still allows for the concurrent addition of a grocery sales component, although smaller. Furthermore, the addition of a grocery sales component under the Reduced Intensity Alternative would also require a reduction of some general merchandise floor area. The reduction in general merchandise floor area would result in the decrease of sales tax generated by existing general merchandise along with taxable food and non-food items that are typically available in grocery stores.*[9] *The Reduced Intensity Alternative would also diminish capital investment, property value increment and increased property tax revenue otherwise occurring under the Project.*

[9] Expansion and upgrade to the Walmart store is intended to attract new and additional customers, acting to generally increase store-wide sales, with associated incremental increase in sales taxes.

5.2.7 Comparison of Alternatives

The *CEQA Guidelines* require that the environmentally superior alternative (other than the No Project Alternative) be identified among the Project and other Alternatives considered in an EIR.

Based on estimated reductions in traffic generation, and to a lesser degree, reductions under other environmental considerations, the Reduced Intensity Alternative would result in the greatest reduction in environmental effects when compared to the Project. As previously discussed at Section 5.2.6.7, the Reduced Intensity Alternative would, to a limited degree, realize attainment of the basic Project Objectives. On this basis, and for the purposes of CEQA and the EIR Alternative Analysis, the Reduced Intensity Alternative is identified as the environmentally superior alternative.

While CEQA indicates that socioeconomic effects are not appropriate as a lone determinant in selection of an alternative, they are important considerations for decision-makers. With respect to socioeconomics, the Project development or the Reduced Intensity Alternative would each have beneficial effects for the area. Development of the Project or Reduced Intensity Alternative would contribute to area employment and the City's overall tax base. However, as noted previously, because the scope and variety of market offerings would be substantively reduced under the Reduced Intensity Alternative, the resulting effective realization of the Project Objectives, to include economic benefits to the City and region, would be substantively diminished.

5.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION

5.3.1 Overview

The California Environmental Quality Act requires a discussion of the ways in which a project could be growth-inducing. (*Public Resources Code,* §21100, (b)(5); *CEQA Guidelines,* §§ 15126 (d), 15126.2 (d)). The *CEQA Guidelines* identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. New employees from commercial or industrial development and new population from residential development

represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. Under *CEQA Guidelines*, growth inducement is not considered necessarily detrimental, beneficial, or of significance to the environment.

A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can happen through capital investment in new economic opportunities by the private or public sectors. Development pressures are a result of economic investment in a particular locality. These pressures help to structure the local politics of growth and the local jurisdiction's posture on growth management and land use policy. The land use policies of local municipalities and counties regulate growth at the local level.

Impacts related to growth inducement would also be realized if a project provides infrastructure or service capacity which accommodates growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

5.3.2 Direct Growth-Inducing Effects

The Project does not propose creation of housing. As such, new residential uses leading to additional population growth would not occur. Creation of new jobs is also a potential direct growth-inducing effect. The extent to which new jobs created by a project are filled by existing residents tends to reduce any growth-inducing effect of a project.

The Project would result in the creation of new retail/commercial uses and associated employment opportunities. However, the jobs which may be created by the Project are typical of the types of retail/commercial opportunities available within the region, would likely be filled by the resident population. In addition, the City of Pomona unemployment rate is currently 8.5% as of April 2014. Construction employment opportunities associated

with the Project may result in a temporary increase in local jobs, likely filled by City or area residents, with no significant permanent growth-inducing effect.

5.3.3 Indirect Growth-Inducing Effects

Investment in the Project would have local and regional economic impacts which may result in indirect growth-inducing effects. The Project's potential economic benefits could indirectly result in employment growth in the region. This growth, in combination with other anticipated employment growth in the region, could indirectly result in population growth and an increased demand for housing. Such growth has a variety of potential effects on the physical environment, including but not limited to, effects on air quality, ambient noise levels, traffic impacts, and water quality. Additional employment opportunities created by the Project are reflected in current City General Plan and General Plan EIR growth projections and would not be substantial enough to produce noticeable population growth within the City and region. Development of the Project as envisioned would be accommodated by existing infrastructure in the immediate Project vicinity, including abutting roadways, local water distribution and sewer collection systems, and storm water management/water quality facilities. No infrastructure improvements necessitated by the implementation of the Project are anticipated that would facilitate or encourage development of nearby properties.

5.3.4 Summary

Based on the preceding discussion, the Project would not directly or indirectly result in any significant population growth, and would not result in population growth for the City beyond that reflected in the adopted growth projections. Employment growth that would result from the Project is anticipated and accounted for under the City General Plan and General Plan EIR. The Project, in combination with other planned or anticipated projects in the area, would contribute to cumulative future growth projected for the region.

5.4 SIGNIFICANT ENVIRONMENTAL EFFECTS

An EIR must identify any significant environmental effects that would result from the Project. (*Public Resources Code* §21100 (b)(2)(B)). The significant environmental impacts of the Project are summarized below.

5.4.1 Significant Traffic Impacts

As discussed in Draft EIR Section 4.2, "Traffic and Circulation," the Project's traffic impacts at Lead Agency facilities under Existing, Opening Year, and Horizon Year conditions are considered less-than-significant as mitigated. However, the Project would contribute to cumulatively significant extra-jurisdictional traffic impacts affecting facilities under the control of Caltrans. Neither the Lead Agency nor the Applicant can autonomously construct improvements within areas or at locations under Caltrans jurisdiction. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City of Pomona does not have an existing agreement with Caltrans regarding the improvement or timing of improvement of these intersections. Thus, while physical improvements may be capable of mitigating potentially significant impacts to Caltrans facilities, these improvements cannot be feasibly implemented by, or assured by, the Applicant or the Lead Agency. Nor can their timely completion by Caltrans be assured. Project traffic contributions to existing and projected deficiencies at the Caltrans jurisdictional facilities listed below are therefore recognized as cumulatively considerable.

Cumulatively Significant Freeway Ramp Queuing Deficiencies

- SR-60 Eastbound at Phillips Ranch Road - northbound through (Opening Year and Horizon Year);
- SR-71 Southbound at Rio Rancho Road - westbound left (Opening Year and Horizon Year);
- SR-71 Northbound at Rio Rancho Road - westbound through (Existing, Opening Year and Horizon Year); and
- SR-71 Northbound at Rio Rancho Road - eastbound through (Horizon Year).

5.5 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines sections 15126 (c), 15126.2 (c) & 15127 require that for certain types or categories of projects, an EIR must address significant irreversible environmental changes that would occur should the Project be implemented. As presented at *CEQA Guidelines* section 15127, the topic of Significant Irreversible Environmental Changes need be addressed in EIRs prepared in connection with any of the following activities:

(a) The adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency;

(b) The adoption by a local agency formation commission of a resolution making determinations; or

(c) A project which will be subject to the requirements for preparing of an environmental impact statement pursuant to the requirements of the National Environmental Policy Act of 1969, 42 U.S.C. Section 4321-4347.

The proposed Pomona Ranch Walmart Expansion Project does not propose any of the actions or elements identified under *CEQA Guidelines* Section 15127. A discussion of Significant and Irreversible Environmental Impacts of the Project is not required, nor is it considered appropriate.

5.6 ENERGY CONSERVATION

5.6.1 Overview

Consistent with *CEQA Guidelines* Appendix F, this Section of the EIR addresses the potential for the Project to result in the inefficient, wasteful, or unnecessary consumption of energy. For new development such as that proposed by the Pomona Ranch Plaza Walmart Expansion Project, compliance with California Title 24 energy efficiency requirements is considered demonstrable evidence of efficient use of energy. As discussed below, the Project would provide and promote energy efficiencies beyond those required under other applicable state or federal standards and regulations, and in so doing would meet or exceed all Title 24 standards. In addition, the incorporation of energy efficiency measures and design features, as summarized subsequently within this Section, would further promote the energy efficiency of the Project. On this basis, the potential for the Project to result in the inefficient, wasteful or unnecessary consumption of energy is less-than-significant.

5.6.2 Background and Introduction

In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted AB 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs; license thermal power plants of 50 megawatts or larger; develop energy technologies and renewable energy resources; plan for and direct responses to energy emergencies; and, perhaps most importantly, to promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards.

Germane to the Project and this EIR, AB 1575 also amended *Public Resources Code* Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. To this end, the State Resources Agency created Appendix F to the *CEQA Guidelines*. Appendix F to the *CEQA Guidelines* assists EIR preparers in determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy.

5.6.3 Regulatory Setting

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency are three federal agencies with substantial influence over energy policies and programs. On the state level, the California Public Utilities Commission (CPUC) and the CEC are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below. Project consistency with applicable federal and state regulations is also presented in *italicized* text.

5.6.3.1 Federal Energy Policy and Conservation Act

The Federal Energy Policy and Conservation Act of 1975 (Act) intends that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the United States Department of Transportation, is responsible for establishing additional vehicle standards

and for revising existing standards. *Vehicles accessing the Project site are subject to the Federal Energy Policy and Conservation Act (Act). The Project is therefore consistent with and would not otherwise interfere with, nor obstruct, implementation of the Act.*

5.6.3.2 Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions. *Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct, intermodal transportation plans or projects that may be realized pursuant to the ISTEA.*

5.6.3.3 The Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety. *The Project site is located along major transportation corridors with proximate access to the State highway system. The Project site facilitates vehicle access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is*

therefore consistent with and would not otherwise interfere with, or obstruct, implementation of TEA-21.

5.6.3.4 State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access. *The Project site is located along major transportation corridors with proximate access to the State highway system. The Project site facilitates vehicle access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through the introduction of commercial uses on a commercially-designated site. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with and would not otherwise interfere with or obstruct implementation of the State of California Energy Plan.*

5.6.3.5 California Code Title 24, Part 6, Energy Efficiency Standards

California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. According to the CEC, the Energy Commission's energy efficiency standards have saved Californians more than $74 billion in reduced electricity bills since 1975. California's building efficiency standards are updated on an approximately three-year cycle. The 2013 Standards would continue to improve upon the current 2008 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards went into effect on July 1, 2014, following approval of the

California Building Standards Commission. The 2013 Energy Efficiency Standards in their entirety may be reviewed at: http://www.energy.ca.gov/title24/2013standards/.[10]

The Project would be designed, constructed and operated so as to meet or exceed incumbent Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards.

5.6.4 Project Energy Conservation Analysis

As is the case with other uniform building codes, Title 24, Part 6 is designed to provide certainty and consistency of design standards throughout the state, and concurrently ensure efficient use of energy. For new development, adherence to Title 24 Energy Efficiency Standards is deemed sufficient evidence to conclude that the project under consideration will not result in, nor cause, inefficient, wasteful, or unnecessary consumption of energy. Conversely, projects that demonstrably cannot, or will not, comply with Title 24 Energy Efficiency Standards and requirements would be considered to result in potentially significant impacts related to energy use and energy consumption.

Contemporary Walmart store designs include a broad range of design and operational measures that collectively promote efficient energy use and conservation of resources. Measures that are generally included in new store construction are listed below. The Project expansion area and other areas remodeled under the Project would incorporate these or similar energy conservation and sustainability features where appropriate:

Lighting

- The entire store would include occupancy sensors in most non-sales areas, including restrooms, break rooms, and offices. The sensors automatically turn the lights off when the space is unoccupied.

[10] The 2013 Energy Efficiency Standards may also be reviewed at the California Energy Commission, 1516 Ninth Street, MS-37 Sacramento, CA 95814-5512.

- All lighting in the store would consist of T-8 fluorescent lamps and electronic ballasts, resulting in up to a 15 to 20 percent reduction in energy load.

- All exterior building signage and many refrigerated food cases would be illuminated with light emitting diodes (LEDs). In refrigerated food cases, LEDs perform well in the cold and produce less heat (which must be compensated for by the refrigeration equipment) than fluorescent bulbs. LEDs also contain no mercury or lead. LED technology is up to 52 percent more energy efficient than fluorescent lights. Total estimated energy savings for LED lighting in the store's grocery section is approximately 59,000 kWh per year, enough energy to power five single family homes.

- The store would include a daylight harvesting system, which incorporates more efficient lighting, electronic continuous dimming ballasts, skylights and computer controlled daylight sensors that monitor the amount of natural light available. During periods of higher natural daylight, the system dims or turns off the store lights if they are not needed, thereby reducing energy use. This program would help the store save a substantial amount of energy. Dimming and turning off building lights also helps eliminate unnecessary heat in the building.

Central Energy Management System

- Walmart employs a centralized energy management system (EMS) to monitor and control the heating, air conditioning, refrigeration and lighting systems for all stores from Walmart's corporate headquarters in Bentonville, Arkansas. The EMS enables Walmart to constantly monitor and control the expanded store's energy use, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust system levels from a central location 24 hours per day, seven days per week. Energy use for the entire store would be monitored and controlled in this manner.

Heating Ventilation and Air Conditioning (HVAC) Systems

- The store would employ energy efficient heating (HVAC) systems surpassing industry baseline standards and California Title 24 requirements. In this regard,

current designs for Walmart stores incorporate HVAC systems rated as among the industry's most energy efficient.

Dehumidification

- The Walmart store would include a dehumidifying system allowing the store to operate comfortably at a higher interior temperature, use less energy for air conditioning, and allow the air conditioning/refrigeration systems to operate more efficiently.

White Roofs

- The store would utilize a white membrane roof instead of the typical darker colored roof materials employed in commercial construction. The white membrane roof's higher reflectivity helps reduce building energy consumption and reduces the heat island effect, as compared to buildings utilizing darker roofing colors.

Refrigeration

- Refrigeration equipment is typically roof-mounted proximate to refrigerated cases. This reduces the amount of copper refrigerant piping, insulation, and minimizes the potential for refrigerant leaks and attendant demands for refrigerant recharging. Walmart uses non ozone-depleting refrigerants (R407a and R410a) for refrigeration equipment and air conditioning, respectively.

Heat Reclamation:

- The proposed Walmart store would reclaim waste heat from onsite refrigeration equipment to supply approximately 70 percent of the hot water needs for the store.

Water Conservation:

- Walmart would install high-efficiency urinals that use only one-eighth (1/8) gallon of water per flush. This fixture reduces water use by 87 percent compared to the conventional one gallon per flush urinal. The 1/8 gallon urinal also requires less maintenance than waterless urinals.

- All restroom sinks would use sensor-activated one-half (1/2) gallon per minute high-efficiency faucets. These faucets reduce water use by approximately 75 percent when compared to mandated 1992 EPA Standards. During use, water flows through turbines built into the faucets to generate the electricity needed to operate the motion sensors.

- Water efficient restroom toilets would be employed in the Walmart restrooms. These fixtures use 20 percent less water compared to mandated EPA Standards of 1.6 gallon per flush fixtures.

- The toilets utilize built-in water turbines to generate the power required to activate the flush mechanism. These turbines save energy and material by eliminating electrical conduits required to power automatic flush valve sensors.

- It is estimated that Walmart's water conservation measures could save up to 530,000 gallons of water annually at this store.

Material and Finishes

- The store would be built using cement mixes that include 15 to 20 percent fly ash, a waste product of coal-fired electrical generation, or 25 to 30 percent slag, a by-product of the steel manufacturing process. By incorporating these waste product materials into its cement mixes, Walmart offsets the greenhouse gases emitted in the cement manufacturing process.

- The store would use Non-Reinforced Thermoplastic Panel (NRP) in lieu of Fiber Reinforced Plastic (FRP) sheets on the walls in areas where plastic sheeting is appropriate, including food preparation areas, utility and janitorial areas, and associate break rooms. NRP can be recycled, has better impact resistance and, like FRP, is easy to keep clean.

- The store would employ a plant-based oil extracted from a renewable resource as a concrete form release agent (a product sprayed on concrete forms to allow ease of removal after the concrete has set). This release agent is nonpetroleum based non-

toxic and a biodegradable agent. For the store's exterior and interior field paint coatings, Walmart would use low-volatile organic (VOC) content paint consistent with South Coast Air Quality Management District (SCAQMD) requirements.

- Paint products required for the Project would be primarily purchased in 55 gallon drums and 275 gallon totes, reducing the number of one gallon and five gallon buckets needed. These plastic buckets are filled from the drums and totes and then returned to the paint supplier for cleaning and reuse.

- Exposed concrete floors are used where appropriate thereby reducing surface applied flooring materials. Use of exposed concrete floors also substantially reduces the need for most chemical cleaners, wax strippers, and propane-powered floor buffing.

Recycled Building Materials

- Construction of the store would use steel containing approximately 90 to 98 percent recycled structural steel, which utilizes less energy in the mining and manufacturing process than does new steel.

- All of the plastic baseboards and much of the plastic shelving employed in the store would be composed of recycled plastic.

Construction and Demolition (C&D) Recycling

- Walmart would develop and implement a Construction and Demolition (C&D) program at this location in order to capture and recycle as much of any metals, woods, floor and ceiling tiles, concretes, asphalts and other materials that may be generated as part of Project implementation. Walmart would work with the City and serving waste management company to fully research all available C&D recycling facilities in the area, and the Walmart C&D program would seek to include the widest possible range of materials recovery options. Throughout the course of Project construction, any demolished concrete or asphalt, concrete truck wash out, scrap building materials and construction refuse would be removed and

recycled/disposed of consistent with the City's adopted Source Reduction and Recycling Element (SRRE), thereby maximizing reuse of building materials and minimizing recyclables placed within landfills.

Based on the preceding discussion, the Project would not result in, nor cause, inefficient, wasteful, or unnecessary consumption of energy.

6.0 ACRONYMS AND ABBREVIATIONS

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ADT	Average Daily Traffic
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
AQIA	Air Quality Impact Analysis
BMP	Best Management Practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CBSC	California Building Standards Commission
CCR	California Code of Regulations
CC&Rs	Covenants, Conditions and Restrictions
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
CFR	Code of Federal Regulations
cfs	cubic feet per second
CH_4	Methane
CMP	Congestion Management Plan (or Program)
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide

CO_2	Carbon dioxide
CPUC	California Public Utilities Commission
CUP	Conditional Use Permit
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DEIR	Draft Environmental Impact Report
DPM	Diesel Particulate Matter
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EMS	energy management system
EPA	Environmental Protection Agency
Fed/OSHA	Federal Occupational Safety and Health Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FRP	Fiber Reinforced Plastic
GCC	Global Climate Change
GHG	Greenhouse Gas
HCM	Highway Capacity Manual
HFC	Hydrofluorocarbons
HI	Hazard Index
HOV	High Occupancy Vehicle
HVAC	Heating, Ventilation, and Air Conditioning
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
Leq	equivalent sound level
LACSD	Los Angeles County Sanitation Districts
LARWQCB	Los Angeles Regional Water Quality Control Board
LCA	life-cycle analysis
LED	light emitting diodes

LOS	Level of Service
LST	Localized Significance Threshold
MPO	Metropolitan Planning Organization
$\mu g/m^3$	micrograms per cubic meter
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHTSA	National Highway Traffic Safety Administration
NIOSH	National Institute for Occupational Safety and Health
NO_2	Nitrogen dioxide
NOP	Notice of Preparation
NO_x	Oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRP	Non-Reinforced Thermoplastic Panel
O_3	Ozone
OEHHA	California Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
PAED	Project Approval/Environmental Document
Pb	Lead
$PM_{2.5}$	Particulate Matter Less Than 2.5 Microns in Diameter
PM_{10}	Particulate Matter Less Than 10 Microns in Diameter
ppb	parts per billion
ppm	parts per million
ppt	parts per trillion
PPV	peak particle velocity
PRTA	Pomona Retail Trade Area
PTA	Primary Trade Area
PWRP	Pomona Water Reclamation Plant
REL	Reference Exposure Level
RMS	root mean square
ROG	Reactive Organic Gases
RTP	regional transportation plan

RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SO_x	Oxides of sulfur
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Stormwater Mitigation Plans
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TPD	tons per day
TRU	Transport Refrigeration Units
UBC	Uniform Building Code
UNFCCC	United Nations' Framework Convention on Climate Change
URF	unit risk factor
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
V/C	Volume to Capacity
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	Volatile Organic Compound
WCI	Western Regional Climate Action Initiative
WQMP	Water Quality Management Plan

7.0 REFERENCES

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