

# CALIFORNIA HIGHWAY PATROL **BALDWIN PARK AREA OFFICE REPLACEMENT PROJECT**

Initial Study/Mitigated Negative Declaration



January 2020





**CALIFORNIA HIGHWAY PATROL**

**Baldwin Park Area Office Replacement Project**

**Initial Study/Mitigated Negative Declaration**

Prepared for:

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## Acronyms and Abbreviations

### A

AB	Assembly Bill
ADA	Americans with Disabilities Act
AF	acre-feet
AFY	acre-feet per year
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act
amplitude	pressure level or energy content
ANSI	American National Standards Institute
APN	assessor's parcel number
AST	aboveground storage tank
ATCM	airborne toxic control measure
Avocet	Avocet Environmental, Inc.

### B

Basin	South Coast Air Basin
Basin Plan	Los Angeles RWQCB's Water Quality Control Plan
bgs	below ground surface
BMP	best management practice

**C**

C&D	construction and demolition
Cal EMA	California Emergency Management Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal OES	California Governor's Office of Emergency Services
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalARP	California Accidental Release Program
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution control Officers Association
CARB	California Air Resources Board
CBC	California Building Standards Code
CBMWD	Central Basin Municipal Water District
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CDOE	California Department of Education
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act (also known as the Superfund Act)
CESA	California Endangered Species Act
cf	cubic feet
CF&G Code	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHP	California Highway Patrol
CIWMB	California Integrated Waste Management Board
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalents
CPP	California Polytechnic State University Pomona
CREC	controlled recognized environmental condition
CRHR	California Register of Historical Resources

CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agency
CUSD	Claremont Unified School District
CWA	Clean Water Act
cy	cubic yards
<b>D</b>	
dB	decibel
dba	A-weighted decibel
DGS	California Department of General Services
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
<b>E</b>	
EA	environmental assessment
eBird	eBird.org
EIA	U.S. Energy Information Administration
EIR	Environmental Impact Report
EO	Executive Order
ESA	Endangered Species Act
<b>F</b>	
FAA	Federal Aviation Administration
Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
frequency	rate of oscillation of sound waves
ft	feet
ft <sup>2</sup>	square feet
FTA	Federal Transit Administration
<b>G</b>	
General Permit	General Permit for Storm Water Discharges Associated with Construction Activity
GHG	greenhouse gas
GSA	groundwater sustainability agency
GSP	groundwater sustainability plan
GWR	groundwater recharge
<b>H</b>	
HCM	Highway Capacity Manual
HCP	habitat conservation plan

HCREC	historical controlled recognized environmental condition
HI	hazard index
hp	horsepower
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
<b>I</b>	
ICU	Intersection Capacity Utilization
IEEE	Institute of Electrical and Electronics Engineers
in/sec	inches per second
IND	Industrial Service Supply
IS	initial study
<b>K</b>	
KOP	key observation point
kBTU	Kilowatt British thermal unit
kW	kilowatt
kWh	kilowatt hour
<b>L</b>	
LACoFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sanitation District
LADPR	Los Angeles Department of Parks and Recreation
LASD	Los Angeles County Sheriff's Department
$L_{dn}$	energy average of the A weighted sound levels occurring during a 24 hour period
LEED	Leadership in Energy & Environmental Design
$L_{eq}$	equivalent steady-state sound level
$L_{max}$	maximum sound level measured during a given measurement period
$L_{min}$	minimum sound level measured during a given measurement period
LOS	level of service
LUST	leaking underground storage tank
$L_{xx}$	sound level exceeded x percent of a specific time period
<b>M</b>	
MBTA	Migratory Bird Treaty Act
MCL	maximum contaminant level
mgd	million gallons per day
MDL	most likely descendent
MMI	Modified Mercalli Intensity
MMT CO <sub>2</sub> e	million metric tons of carbon dioxide equivalents
MND	mitigated negative declaration



mph	miles per hour
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
msl	mean sea level
MT CO <sub>2</sub> e	metric tons of carbon dioxide equivalents
MT CO <sub>2</sub> e/yr	metric tons of carbon dioxide equivalents per year
MUN	municipal water supply
MWD	Metropolitan Water District of Southern California

**N**

NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
NEHRP	National Earthquake Hazards Reduction Program
NFA	no further action
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO <sub>2</sub>	nitrogen dioxide
NOP	Notice of Preparation
NOx	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act of 1977
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NSF	National Science Foundation

**O**

OEHHA	[California] Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration

**P**

PPD	Pomona Police Department
PM <sub>10</sub>	particulate matter of aerodynamic radius of 10 micrometers or less
PM <sub>2.5</sub>	particulate matter of aerodynamic radius of 2.5 micrometers or less
Porter–Cologne Act	Porter–Cologne Water Quality Control Act
PPV	peak particle velocity
PROC	Industrial Process Supply
Proposed Project	CHP Baldwin Park Area Office Replacement Project
Pub. Res. Code	Public Resources Code
PUSD	Pomona Unified School District

PWRP	Pomona Water Reclamation Plant
<b>R</b>	
RARE	Rare, Threatened, or Endangered Species
RCRA	Resource Conservation and Recovery Act of 1976
REC	recognized environmental condition
REC1	Water Contact Recreation
REC2	Non-contact Water Recreation
RF	radio frequency
RMP	risk management plan
ROG	reactive organic gases
RPS	renewables portfolio standard
RWQCB	Regional Water Quality Control Board
<b>S</b>	
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SGE	Southern California Gas
SEA	significant ecological area
SGA	Groundwater Sustainability Agency
SHMA	Seismic Hazards Mapping Act of 1990
SMARA	Surface Mining and Reclamation Act of 1975
SMGA	Sustainable Groundwater Management Act
SoCalGas	Southern California Gas Company
SOx	Sulfur oxide
SPCC	Spill Prevention, Control, and Countermeasure
SRA	State Responsibility Area
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
<b>T</b>	
TAC	toxic air contaminant
TCP	traditional cultural properties
TCR	tribal cultural resource
TDS	total dissolved solids
TMDL	total maximum daily load
TPH	total petroleum hydrocarbons
<b>U</b>	
U.S.	United States of America
USACE	U.S. Army Corps of Engineers

USC	U.S. Code
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGBC	U.S. Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	urban water management plan
<b>V</b>	
V/C	volume-to-capacity
VdB	vibration velocity in decibel
VEC	vapor encroachment condition
VHFHSV	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
<b>W</b>	
WARM	warm freshwater habitat
WILD	wildlife habitat
Williamson Act	California Land Conservation Act of 1965
WLA	waste load allocation
<b>Symbol</b>	
°F	degrees Fahrenheit
§	section
§§	subsection
µg/m <sup>3</sup>	micrograms per cubic meter

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# Chapter 1

## INTRODUCTION

The California Highway Patrol (CHP) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of construction and operation of the proposed CHP Baldwin Park Area Office Replacement Project (Proposed Project). The Proposed Project and its location are described in depth in Chapter 2, *Project Description*. This document was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the CEQA Guidelines (14 California Code of Regulations [CCR] Section [§] 15000 *et seq.*).

### 1.1 Intent and Scope of this Document

This IS/MND has been prepared in accordance with CEQA, under which the Proposed Project is evaluated at a project level (CEQA Guidelines § 15378). CHP, as the lead agency under CEQA, will consider the Proposed Project's potential environmental impacts when considering whether to approve the Project. This IS/MND is an informational document to be used in the planning and decision-making process for the Proposed Project and does not recommend approval or denial of the Proposed Project.

The site plans for the Proposed Project included in this IS/MND are conceptual. CHP anticipates that the final design for the Proposed Project would include some modifications to these conceptual plans, and the environmental analysis has been developed with conservative assumptions to accommodate some level of modification.

This IS/MND describes the Proposed Project; its environmental setting, including existing conditions and regulatory setting, as necessary; and the potential environmental impacts of the Proposed Project on or with regard to the following topics:

Aesthetics	Land Use and Planning
Agriculture/Forestry Resources	Mineral Resources
Air Quality	Noise
Biological Resources	Population and Housing
Cultural Resources	Public Services
Energy	Recreation
Geology and Soils	Transportation
Greenhouse Gas Emissions	Tribal Cultural Resources
Hazards and Hazardous Materials	Utilities and Service Systems
Hydrology and Water Quality	Wildfire

## 1.2 Public Involvement Process

Public disclosure and dialogue are priorities under CEQA. CEQA Guidelines § 15073 and § 15105(b) require that the lead agency designate a period during the IS/MND process when the public and other agencies can provide comments on the potential impacts of the Proposed Project. Accordingly, CHP is now circulating this document for a 30-day public and agency review period.

To provide input on this project, please send comments to the following contact:

Jennifer Parson, Senior Environmental Planner  
State of California Department of General Services  
Real Estate Services Division, Project Management & Development Branch  
Energy & Environmental Section  
707 Third Street, 4th Floor, MS 509  
West Sacramento, CA 95605  
Email: baldwin-park-comments@chp-ceqa.com

During its deliberations on whether to approve the Proposed Project, CHP will consider all comments received before 5:00 p.m. on the date identified in the Notice of Intent for closure of the public comment period.

## 1.3 Organization of this Document

This IS/MND contains the following components:

Chapter 1, *Introduction*, provides a brief description of the intent and scope of this IS/MND, the public involvement process under CEQA, and the organization of and terminology used in this IS/MND.

Chapter 2, *Project Description*, describes the Proposed Project including its purpose and goals, the site where the Proposed Project would be constructed, the construction approach and activities, operation-related activities, and related permits and approvals.

Chapter 3, *Environmental Checklist*, presents the checklist used to assess the Proposed Project's potential environmental effects, which is based on the model provided in Appendix G of the CEQA Guidelines. This chapter also includes a brief environmental setting description for each resource topic and identifies the Proposed Project's anticipated environmental impacts, as well as any mitigation measures that would be required to reduce potentially significant impacts to a less-than-significant level.

Chapter 4, *References*, provides a bibliography of printed references, websites, and personal communications used in preparing this IS/MND.

## Appendices

Appendix A.	<i>Local Laws, Regulations, and Policies</i>
Appendix B.	<i>Air Quality Analysis</i>
Appendix C.	<i>Health Risk Assessment Memorandum and Supporting Documentation</i>
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Appendix H.	<i>Mitigation, Monitoring and Reporting Plan</i>

## 1.4 Impact Terminology

This IS/MND uses the following terminology to describe the environmental effects of the Proposed Project:

- A finding of *no impact* is made when the analysis concludes that the Proposed Project would not affect the particular environmental resource or issue.
- An impact is considered *less than significant* if the analysis concludes that no substantial adverse change in the environment would result and that no mitigation is needed.
- An impact is considered *less than significant with mitigation* if the analysis concludes that no substantial adverse change in the environment would result with the inclusion of the mitigation measures described.
- An impact is considered *significant or potentially significant* if the analysis concludes that a substantial adverse effect on the environment could result.
- *Mitigation* refers to specific measures or activities that would be adopted by the lead agency to avoid, minimize, rectify, reduce, eliminate, or compensate for an otherwise significant impact.
- A *cumulative impact* refers to one that can result when a change in the environment would result from the incremental impacts of a project along with other related past, present, or reasonably foreseeable future projects. Significant cumulative impacts might result from impacts that are individually minor but collectively significant. The cumulative impact analysis in this IS/MND focuses on whether the Proposed Project's incremental contribution to significant cumulative impacts caused by the project in combination with past, present, or probable future projects is cumulatively considerable.
- Because the term "significant" has a specific usage in evaluating the impacts under CEQA, it is used to describe only the significance of impacts and is not used in other contexts within this document. Synonyms such as "substantial" are used when not discussing the significance of an environmental impact.

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## **2.1 Background and Need for the Project**

The California Highway Patrol (CHP) is the statewide law enforcement agency responsible for enforcing vehicular and traffic laws on state highways and freeways; regulating the transport of goods, including hazardous waste; and serving as emergency responders to incidents on the state's highway system. CHP's mission is to provide "the highest level of Safety, Service, and Security" (CHP 2019). To fulfill this mission, CHP has the following objectives:

- protect life and property;
- provide superior service to the public and assistance to allied agencies;
- enhance public trust through community outreach and partnerships;
- invest in our people; and
- identify and respond to evolving law enforcement needs.

CHP protection services are currently provided to the East San Gabriel Valley in the southeast portion of Los Angeles County through the CHP Baldwin Park Area Office located at 14039 Francisquito Avenue in Baldwin Park, California. An increasing number of CHP employees have been assigned to the Baldwin Park Area Office, and the existing facility's building and service structures are inadequate to house the number of employees and related equipment, record storage, reference library, evidence rooms, lockers, and other officer support needs. Therefore, a new CHP facility is needed to serve the area currently served by the Baldwin Park Area Office.

## **2.2 Project Purpose and Objectives**

The CHP Baldwin Park Area Office Replacement Project (Proposed Project) is being constructed as part of a statewide effort to replace aging or inadequate CHP field offices and other facilities. The purpose of the Proposed Project is to relocate the Baldwin Park Area Office to provide adequate workspace, equipment storage, and vehicle parking for an increasing number of employees assigned to this office (approximately 138 current employees, increasing to 147 employees over 10 years).

Specific project objectives are as follows:

- construct a facility that meets CHP's statewide programming requirements (e.g., provision of a citation clearance area and additional/separate locker rooms for female employees);

- construct a facility in a location capable of serving the Baldwin Park Area Office's service area and that provides efficient access to the freeway system;
- develop a CHP facility that is accredited under the U.S. Green Building Council's (USGBC) Leadership in Energy & Environmental Design (LEED) program at the "Silver" or better level of certification, as required by state law;
- meet the California Essential Services Buildings Seismic Safety Act requirements by designing and constructing a facility capable of providing essential services to the public after a disaster; and
- construct a facility that meets the standards of the Americans with Disabilities Act (ADA), California Green Code, and Title 24 energy and resource standards.

## 2.3 Project Location and Setting

The Proposed Project site is located at the northwest corner of South Campus Drive and East Campus Drive on land owned by California Polytechnic State University Pomona (CPP) in unincorporated Los Angeles County, California (see **Figure 2-1**). This location is situated directly west of State Route 57 and 0.4 miles south of the State Route 57/Interstate 10 interchange, with easy access onto both freeways. As shown in Figure 2-1, the Proposed Project site is located approximately 9.5 miles east of CHP's existing Baldwin Park Area Office, along Interstate 10. The site is comprised of 6 acres, which is a portion of a 237-acre parcel, Assessor Parcel Number 8710-003-920. The parcel is roughly rectangular in shape, angled to the northwest/southeast along its long axis. South Campus Drive is a four-lane thoroughfare that runs along the southern boundary of the parcel, while East Campus Drive is a one-way road, travelling southward, on the east edge of the parcel.

The site itself is currently owned and occupied by CPP, at the east edge of the university's campus. Buildings located directly west of the parcel are related to facility management for the university and include warehouses, custodial offices, procurement and receiving offices, and tractor and auto shops. Historic aerial photos (Avocet Environmental, Inc. [Avocet] 2018) dating to 1928 indicate that the parcel, as well as acreage to the north, has been used for agricultural purposes in the past, for what appear to be grains or row crops, or used as pasture. It appears that portions of the northwest quadrant of the Project site were used for some equipment storage by the early 1980s. A small orchard consisting of four rows of orange trees parallel to East Campus Drive was planted in the late 1980s, while the rest of the parcel remained the same. By the early 2000s, the north half of the parcel had been fully converted to an equipment storage area, as noted by the presence of a considerable amount of equipment in an aerial photo dated 2002. Two mobile offices, used for swine research, were also established on the property at that time but are currently vacant. Current uses of the south half of the property are agriculture. A small orange orchard is located in the northeastern side of the property along East Campus Drive. The equipment storage area is also still present in the north half of the parcel. Two vacant trailers, a conex box, grain silos, a shed, dirt, gravel and mulch piles, pipes, and other materials and debris are located on the property. **Figure 2-2** shows the Project site and surrounding area.

1 Although the Proposed Project site is located in unincorporated Los Angeles County, the City  
2 of Pomona's boundaries begin almost directly east of the Proposed Project site and directly  
3 south of South Campus Road, which is directly south of the Proposed Project site (see **Figure**  
4 **2-3**).

5 Utilities for the Proposed Project may be located within the City of Pomona as described  
6 below. The potential area within which utilities may be located for the Proposed Project is  
7 shown in Figure 2-2 and Figure 2-3.

C:\Users\GIS\Documents\ArcGIS\PROJECTS\15002\_CHP\_CEOA\mxd\Baldwin Park\Figure 2-1 Project Vicinity Baldwin Park.mxd PG. 10/5/2018

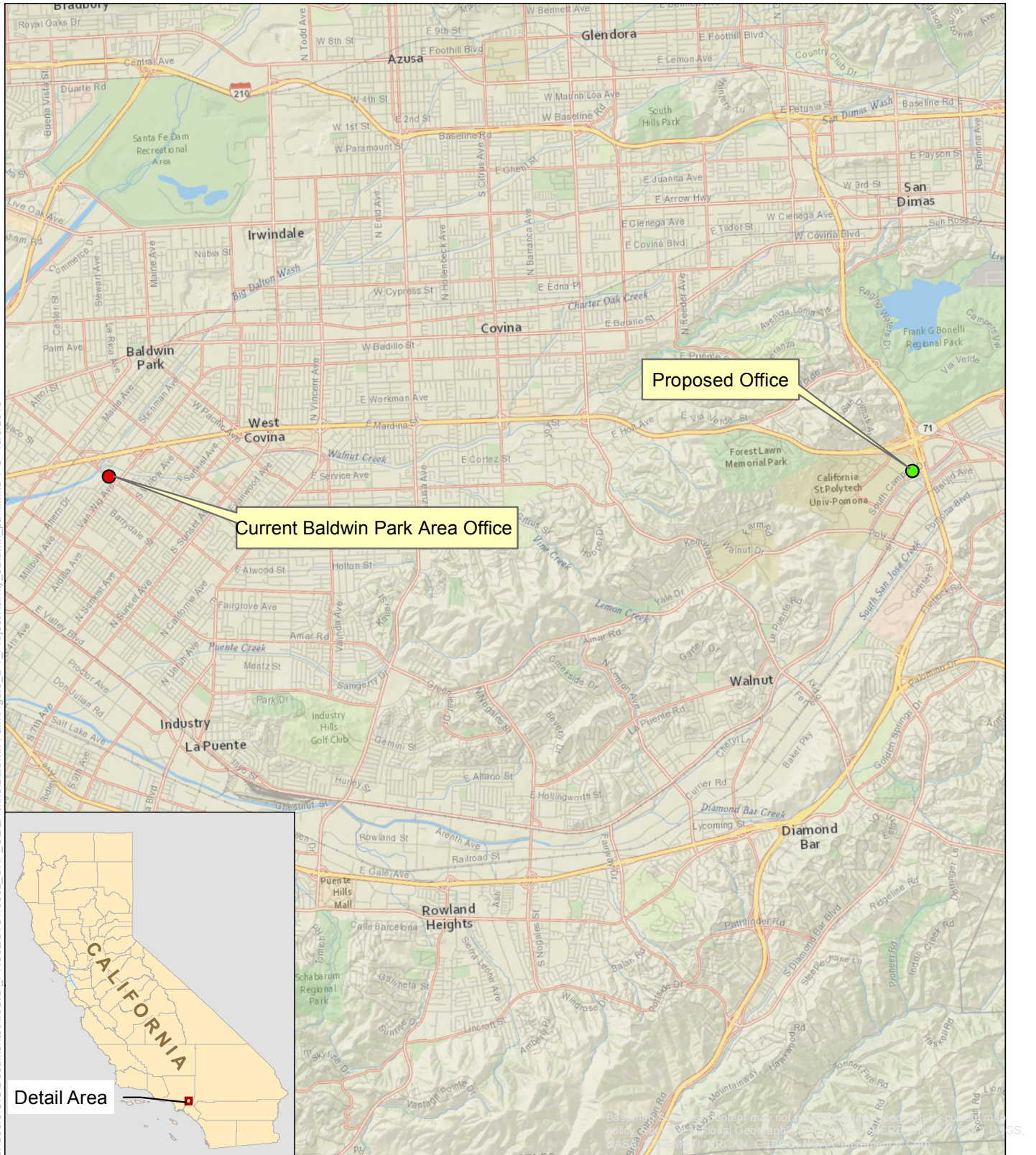
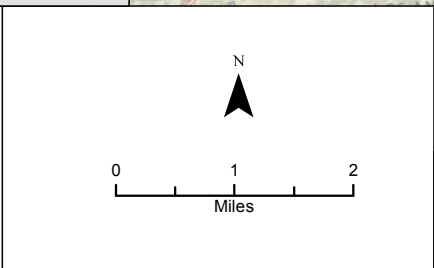


Figure 2-1: Project Vicinity

Prepared by:  
**Horizon**  
WATER and ENVIRONMENT

Prepared for:  
California Highway Patrol

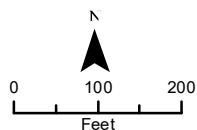


**Baldwin Park Area Office Replacement Project  
Initial Study/Mitigated Negative Declaration**









Prepared by:





Prepared for:  
California Highway Patrol

### Potential Utility Location

-  Electrical
-  Sanitary Sewer
-  Storm Sewer
-  Water
-  Communications (and natural gas if desired)

## Other Project Elements

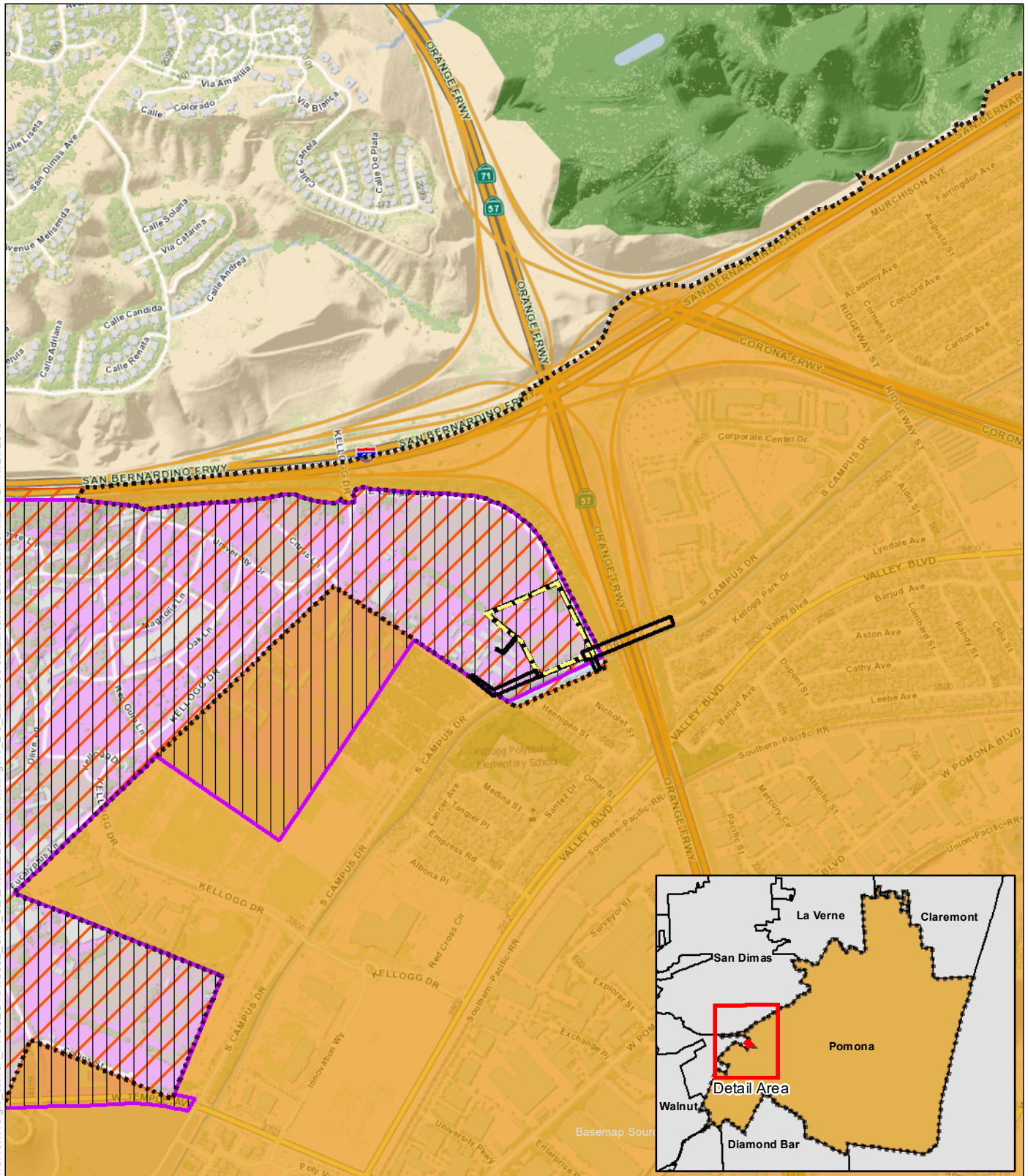
-  Project Site Boundary
-  Potential Road Improvements

**Figure 2-2  
Project Site**

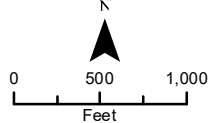
**Baldwin Park Office Replacement Project  
Initial Study/Mitigated Negative Declaration**



\\10.10.1.10\gis\_server\PROJECTS\15002\_CHP\_CEOA\mxd\Baldwin Park\Figure 2-3 Land Use Jurisdictional Boundaries.mxd PG. 11/21/2019



Prepared by:



Prepared for:  
California Highway Patrol



Project Area



Potential Location of  
Utility Connections



California Polytechnic  
University, Pomona



City of Pomona  
Boundary



Unincorporated LA  
County

**Figure 2-3**  
**Land Use**  
**Jurisdictional Boundaries**

**Baldwin Park Office Replacement Project**  
**Initial Study/Mitigated Negative Declaration**

## 2.4 Proposed Project Characteristics

The Proposed Project involves the construction and operation of a replacement CHP Area Office and associated improvements. The preliminary conceptual site plans and building design for the proposed CHP Baldwin Park Area Office are shown in **Figure 2-4** and **Figure 2-5**, respectively. Note: the plans shown on Figure 2-4 and 2-5 are preliminary and conceptual; CHP anticipates that the final design for the Proposed Project would include modifications to these plans.

The Proposed Project would develop approximately 5 acres (approximately 215,570 square feet [ft<sup>2</sup>]) within the approximate 6-acre site. Approximately 169,150 ft<sup>2</sup> (3.9 acres) of this would be impervious surfaces; the remainder of the site would be unpaved, such as for landscaping and stormwater management. Additionally, the Proposed Project would involve re-surfacing of approximately 22,740 ft<sup>2</sup> of roadway/sidewalks along South Campus Drive and East Campus Drive adjacent to the Project site. These area quantities are subject to change pending final design.

This section continues with a discussion of the Project facilities, construction activities, and operational activities that would be part of the Proposed Project. The section also discusses proposed changes from the existing CHP Baldwin Park Area Office operations to the extent they are relevant to the environmental analysis.

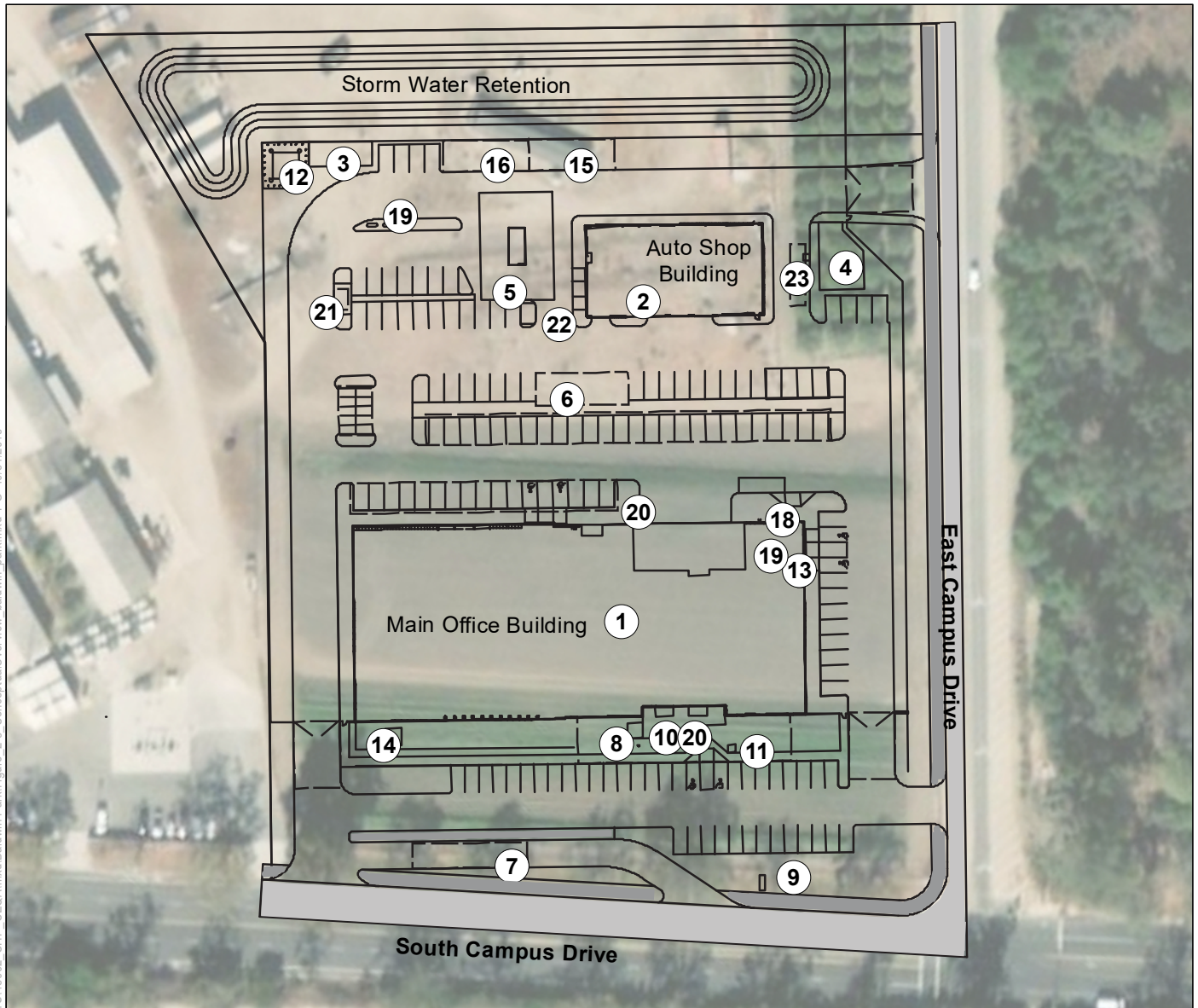
### 2.4.1 Project Facilities

The Proposed Project would include structures, a radio tower, secured and visitor parking areas, enclosures and storage areas, a fuel island with aboveground fuel tank, utility improvements, and other ancillary improvements. Descriptions of these facilities follow. Preliminary conceptual locations of Project facilities are indicated on Figure 2-4.

#### ***Structures***

Structures that would be part of the Proposed Project include an office building, an automobile service building, a radio vault building, and a property storage building. A general description of each structure is provided below. Details of the site preparation work are provided in Section 2.4.2, "Construction."





### Buildings/Structures

- ① Main Office Building with 5 Stall Carport
- ② Auto Shop Building with Car Wash Bay
- ③ Radio Vault Building with Equipment Storage
- ④ Storage Building
- ⑤ Vehicle Fueling Area
- ⑥ Waste Enclosure with Recycle and Used Tire Areas

### Miscellaneous

- ⑦ Citation Clearance Area for Truck/Bus
- ⑧ Flag Pole
- ⑨ Monument Sign
- ⑩ Memorial
- ⑪ Bike Rack
- ⑫ Antenna Tower
- ⑬ HVAC Equipment Area
- ⑭ Electrical Transformer
- ⑮ Generator Enclosure

- ⑯ Generator Tank
- ⑰ 2 LPG Tanks
- ⑱ Photo Voltaic Inverter Enclosure
- ⑲ Employee Patio
- ⑳ Sidewalk
- ㉑ Fusee Enclosure
- ㉒ Waste Oil Containment Mobile
- ㉓ Command Dump Station

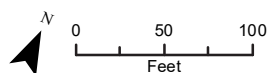
Basemap Sources: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Prepared by:



Prepared for:  
California Highway Patrol

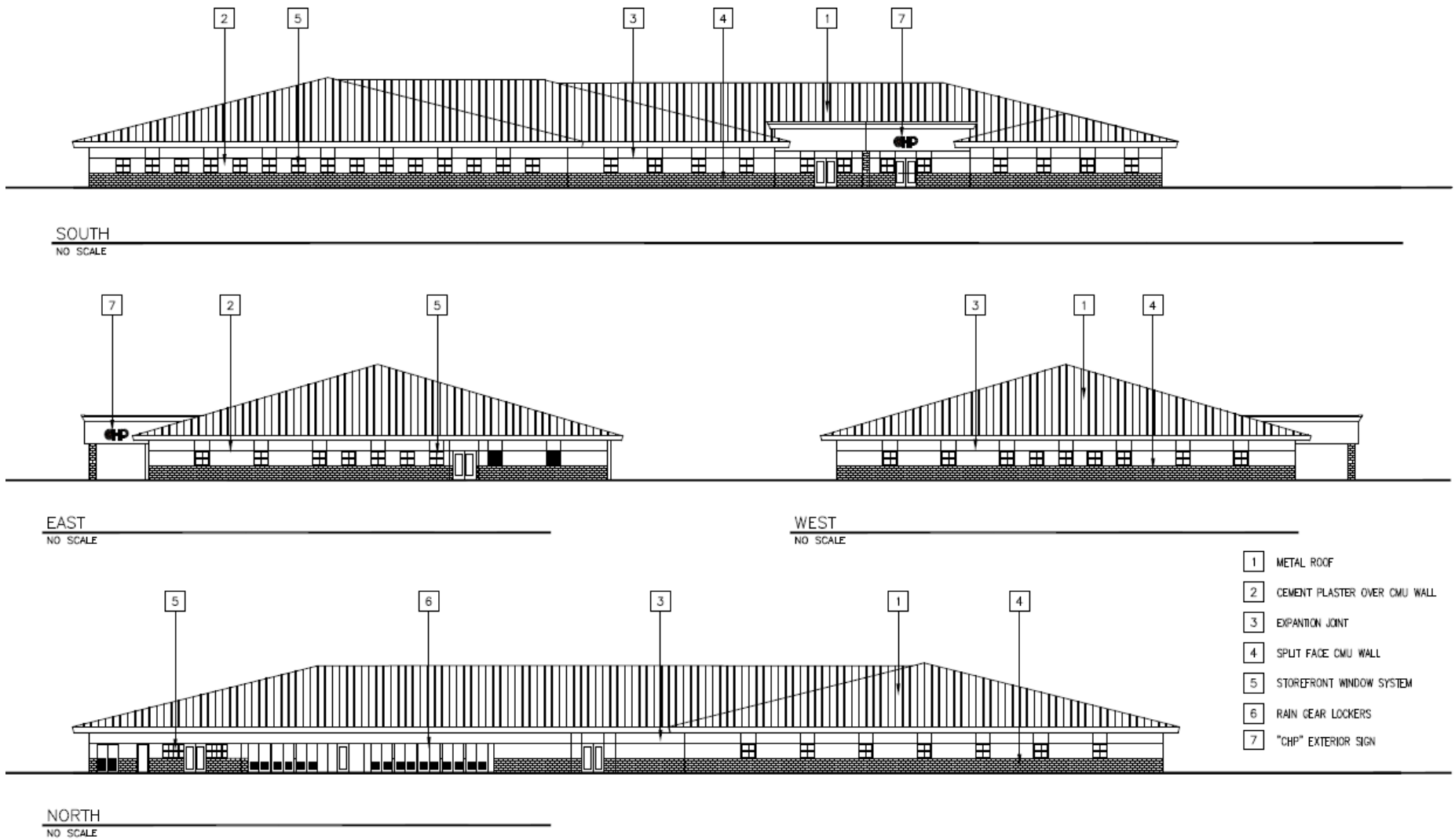
Note: Utility corridors and road improvement areas associated with the Proposed Project are found on Figure 2-2



**Figure 2-4**  
**Conceptual Project Overview**

**Baldwin Park Office Replacement Project**  
**Initial Study/Mitigated Negative Declaration**





Prepared by:



Prepared for:  
California Highway Patrol



Source: Department of General Services 2017

**Figure 2-5.**  
**Conceptual General Building Design**

**Baldwin Park Area Office Replacement Project**  
**Initial Study/Mitigated Negative Declaration**

**Main Office Building:** The main office building would be a single-story building of approximately 36,740 ft<sup>2</sup>. The facility would be built to meet California Green Code and Title 24 energy and resource standards and achieve a USGBC LEED Silver or higher accreditation. The USGBC grants LEED certification based on a scoring system related to a number of different impact categories (e.g., energy, water, waste, materials, location and transportation, etc.) (USGBC 2019).

The building would include:

- offices and work stations;
- break room/conference room;
- interview rooms;
- briefing/training room;
- armory;
- gun cleaning room with gun cleaners/solvents and materials storage;
- issue room (for officer patrol equipment storage);
- evidence processing, logging, and storage areas;
- men's/women's restrooms, locker rooms, and showers;
- "physical means of arrest" room and storage;
- lactation room;
- rain gear lockers;
- voice/data room; and
- janitorial, mechanical, and electrical rooms.

**Automobile Service Building:** The automobile service building is proposed to be located within the secured parking area, likely behind the main office building. The structure would be a single-story building of approximately 6,925 ft<sup>2</sup> that would include offices, three auto service bays, a car wash bay, a vehicle equipment area, tire storage area, vehicle parts storage room, restroom, and an air compressor room. Approximately two 55-gallon bulk oil drums and one approximately 30-gallon used oil drum would be stored in the automobile service building. The automobile service bays would have vehicle lifts for servicing and maintaining CHP vehicles.

**Radio Vault Building:** The one-story radio vault building would be approximately 750 ft<sup>2</sup> and would include a radio vault room and an equipment storage area.

**Property Storage Building:** The one-story property storage building would include a bulk evidence and property storage area, and a secured storage area. The total size of the building would be approximately 1,000 ft<sup>2</sup>.

## ***Miscellaneous Site Elements***

**Vehicle Fueling Area:** The vehicle fueling area would include an approximately 12,000-gallon aboveground fuel storage tank with two mechanized dispensers, a canopy over the fueling area, and parking for a fuel tanker truck, covering an area of approximately 3,300 ft<sup>2</sup>. The fuel storage tank would have secondary containment. Gasoline stored in the fuel tank would be used to supply CHP vehicles.

**Radio Tower:** The radio tower would consist of a 120-foot steel lattice communications tower supporting a 20-foot-tall mast and 8-foot lightning rod: comprising a total height of 148 feet. The radio tower would provide for communications between the new facility, CHP personnel in the field, local dispatch facilities, and statewide during emergencies. The base of the radio tower would be approximately 900 ft<sup>2</sup>. No tower lighting or markings are required by the Federal Aviation Administration at this time.

**Waste Enclosure:** A waste enclosure would be constructed on the Project site. The enclosure would contain covered areas for two trash dumpsters, used-tire racks, and recycling bins. The waste enclosure would be approximately 1,260 ft<sup>2</sup>.

**Waste Oil Containment:** An approximately 250-gallon waste oil tank would be located in an area of approximately 120 ft<sup>2</sup> near the automobile service building.

**Heating, Ventilation, and Air Conditioning Equipment Area:** The heating, ventilation, and air conditioning (HVAC) system equipment area would be approximately 700 ft<sup>2</sup>. The HVAC system would provide fully automated and continuous space heating, ventilation, and cooling, to all areas of the office building and automobile service building that would be designed for occupancy.

**Generator and Tank Area:** The generator enclosure would contain an emergency generator, exhaust system, cooling system, diesel fuel supply and fuel storage system, engine control systems, and miscellaneous cables and equipment to support the generator's operation. The emergency generator's capacity would be approximately 500 kilowatts (kW). Aboveground diesel fuel tanks would hold a minimum of 96 hours of fuel supply for continuous full-load operation, which would equate to approximately 4,000 gallons. The emergency generator would be used as a power source for the Area Office facilities, as necessary, if primary power sources were to fail. The total area of the generator and tank area would be approximately 2,240 ft<sup>2</sup>.

**Fusee Enclosure:** Flares, flare guns, and similar equipment would be stored within a steel container inside the fusee enclosure (approximately 200 ft<sup>2</sup>).

## ***Parking and Citation Clearance Areas***

**Parking Areas:** The Proposed Project would have a visitor parking area and a secured parking area for CHP vehicles and equipment. The visitor area would have approximately 30 regular spaces, two spaces for handicapped-accessible parking (including one for van parking), two electric charging stations, four spaces for clean air vehicles, and three spaces for automobiles associated with the citation clearance area described below, for a total of 41 spaces. The secured parking area would have approximately 106 total spaces, including spaces for various specialized vehicles such as motorcycles, evidence vehicles, a mobile

1 command center, and accessible vehicles. In total, the visitor and secured parking areas  
2 would provide approximately 147 parking spaces, for a total area of approximately 48,960  
3 ft<sup>2</sup>. The parking spaces would generally be located adjacent to the main office building and  
4 auto shop building, and would be surfaced with asphalt concrete and/or reinforced concrete  
5 paving.

6 Solar panels may be located on the covered parking areas. The preliminary conceptual site  
7 plan for the Proposed Project (Figure 2-4) does not consider specific solar panel  
8 requirements, such as adequate area or proper orientation, on the vehicle parking covers as  
9 shown. Design of the Proposed Project would consider these factors should solar panels be  
10 included for the Proposed Project. It is assumed that the Project site has sufficient acreage to  
11 allow for adequate panel placement.

12 **Citation Clearance Area:** Citation clearance areas would be provided for verifying  
13 correction of citations and processing for standard passenger vehicles as well as larger  
14 commercial vehicles, such as buses. Citations issued to passenger and commercial vehicles  
15 may include violations for outdated registration tags, missing license plates, missing mirrors,  
16 malfunctioning engine or exhaust systems, and other vehicle violations ("fix-it tickets"). The  
17 purpose of the citation clearance areas at the CHP Baldwin Park Area Office is to provide  
18 space in which officers can safely evaluate vehicles to determine whether violations have  
19 been addressed. For citation clearance checks involving passenger vehicles, the driver parks  
20 in the appropriate designated citation clearance parking area and requests a verification of  
21 citation correction from an officer on duty. These verifications occur throughout the day and  
22 typically take less than 5 minutes. Following a satisfactory verification, the citation is cleared  
23 and the driver leaves the site. For citation clearance checks involving commercial vehicles, an  
24 appointment with the CHP Commercial Unit officer is required. The commercial vehicle parks  
25 in the larger designated citation clearing area for the inspection. Commercial vehicle  
26 inspections are scheduled several times per week; they take more time than passenger  
27 vehicle checks and may require multiple engine shut-downs and periods of engine idling.

## 28 ***Ancillary Improvements***

29 **Fencing:** The Proposed Project's secured areas would be surrounded by 6-foot-tall concrete-  
30 block masonry fence with 2-foot metal pickets. Metal decorative rolling gates would be  
31 installed at the authorized vehicle entrances/exits to/from the secured parking area.

32 **Fire Hydrants:** Fire hydrants would be installed in accordance with applicable requirements  
33 of the Office of the State Fire Marshal and local fire department.

34 **Landscape and Irrigation:** Drought-tolerant landscaping requiring minimal maintenance  
35 and an automatic irrigation system would be installed on the Project site. Plants would be  
36 selected that are tolerant of the local climate.

37 **Exterior Lighting:** Exterior lighting would be installed throughout the site for security  
38 purposes; lighting would be located along the site perimeter, but it would be directed  
39 downward and shielded to reduce light dispersion. Lighting must meet CHP safety protocols,  
40 which require 24-hour lighting of the facility. Entrances would have brighter lighting than the  
41 parking areas and office building. Flagpoles would have lighting which may be directed  
42 upward or downward pending final design.

**Flagpoles and Monument:** Three metal flagpoles, each 30 feet high, would likely be installed in front of the CHP office building near the visitor parking area. A CHP monument sign would also be installed likely near the visitor parking area.

**Sidewalk and Street Improvements:** At present, there are no sidewalks along South Campus Drive adjacent to the Project site, and there are no sidewalks, curbs, or gutter along East Campus Drive. A new sidewalk would be constructed along South Campus Drive, and the existing curb and gutter would be removed and replaced. Along East Campus Drive, the Proposed Project would install new curbs and gutters. The Proposed Project would include resurfacing the asphalt pavement in front of the Project site from the face of the gutter for a width of 12 feet (approximately half of the road width) along the length of the property line along East Campus Drive. Similar improvements would be performed along South Campus Drive, except that the asphalt pavement resurfacing width would be approximately 30 feet (approximately half of the road width). These resurfacing improvements would be completed for a distance of approximately 480 feet of roadway along South Campus Drive and for 600 feet along East Campus Drive.

In addition, the Proposed Project would include road improvements on East Campus Drive and South Campus Drive. The one-way East Campus Drive would be modified to allow for two-way traffic for up to approximately 600 feet (along the length of the project site) to allow for ingress/egress into the CHP facility by traffic on East Campus Drive. The Proposed Project would create a new left turn lane on South Campus Drive to allow vehicles to make a left turn at the intersection of South Campus and East Campus Drive onto East Campus Drive. Both of these improvements would be created via road restriping and would not require an expansion of either roadway. It is estimated these potential improvements would cover up to approximately half of each roadway for a combined total of roughly 22,000 ft<sup>2</sup> (0.5 acre).

### ***Utilities and Stormwater Drainage***

**Utilities:** Utilities that support the existing site's agricultural needs (drip irrigation system for the orchard, recycled water lines, and water valves) would be demolished for the Proposed Project's development. Utilities to support the Proposed Project are available but generally located offsite. Specific locations of the points of connection for each utility type are not known at this time but likely connection points are identified where known. Potential options for utility connections were explored in a due diligence report (2019) and recommended options are summarized below and analyzed in this IS/MND. Figure 2-2 shows the approximate areas in which utility extensions and connection may occur. Design and construction of utility installation activities is described below and in Section 2.4.2, *Construction*. These areas are analyzed in this IS/MND. All utilities are assumed to be located underground, with the exception of select potential utility options as described below. All utilities would be sited to avoid conflicts with any existing utilities.

**Water:** An approximately 8-inch-diameter water pipe would be installed south of the visitor parking lot. The water pipe would extend up to approximately 800 feet east and connect with the City of Pomona's existing water pipeline. This water pipeline would be the source for both domestic and fire water supply. The proposed 8-inch-diameter water pipe would be routed around an existing 42-inch-diameter water main; and the existing 16-inch-diameter reclaimed water line would be relocated under the proposed 8-inch-diameter water line.

*Sewer:* A sewer pipeline would be installed to connect the Proposed Project site to a CPP connection point at an existing manhole. The sewer line would extend up to approximately 230 feet to the west and connect with the CPP's existing sewer system. A portion of the existing CPP sewer pipeline (i.e., the sewer lateral that extends between Building 47 and the proposed Project's manhole connection point), may also be removed or replaced as part of this action.

*Gas:* If natural gas is desired for the Proposed Project, a gas pipeline would be installed that would extend from the Proposed Project site to connect with CPP's existing gas pipeline in Southern California Gas Company's (SoCalGas) easement on the west side of the Proposed Project site. The Proposed Project's gas pipeline is assumed to be up to approximately 450 feet.

*Electrical:* A new electrical pole and new electrical lines would be constructed to provide electricity to the Project site. The new electrical pole would be constructed north of the San Jose Creek Channel (south of South Campus Drive) and would serve as the connection point between new underground and aboveground service lines. To tie into existing overhead Southern California Edison electrical lines on the south of San Jose Creek Channel, a new overhead electric line would be constructed across San Jose Creek Channel and would connect to the new pole. The new electrical line would then be routed north under South Campus Drive (using horizontal directional drilling/jack and bore methods) to transmit electricity from the proposed new pole to the Project site. Approximately 150 feet of electrical lines would be installed.

*Phone/Internet/Cable:* Installations for phones, internet, and cable would begin at the Proposed Project site and may connect into existing infrastructure on Citrus Lane, up to approximately 600 feet west of the Proposed Project site.

*Stormwater Drainage:* Site runoff would be managed and discharged according to the Municipal Regional Stormwater Permit for the Los Angeles Region (Los Angeles Regional Water Quality Control Board [Los Angeles RWQCB] Order No. R4-2012-0175, as amended by State Water Board Order WQ 2015-0075). There is an existing 72-inch diameter pipe located on the CPP campus west of the Proposed Project site that would convey stormwater off of the property into the existing stormwater drainage system. A trench approximately 300 feet long would be dug to install a new stormwater pipe at the Proposed Project site and connect it to the existing 72-inch-diameter pipe.

**Table 2-1** lists anticipated utility service agencies that would serve the Proposed Project.

**Table 2-1.** Local Utility Agencies in the Project Area

Utility Service	Utility Agency
Water Supply	City of Pomona
Sanitary Sewer	CPP
Stormwater Management	Los Angeles County
Electrical Service	Southern California Edison
Natural Gas Service	Southern California Gas Company (SoCalGas)

Utility Service	Utility Agency
Data and Phone Service	Dish Network/Frontier
Fire Protection Service	Los Angeles County Fire Department

## 2.4.2 Construction

### Construction Methods

**Site Preparation and Earthwork:** As detailed in the *Jurisdiction Transfer of Project Site and Decommissioning of Existing Facilities* section below, much of the Project site's existing materials, and/or mobile buildings, would be removed by CPP prior to initiation of CHP's construction activities for the Proposed Project. Thus, it is anticipated that the Proposed Project's site preparation activities would be limited to those described herein.

Site preparation would include removing the existing perimeter and internal fencing, removing the existing onsite drip irrigation system, recycled water lines and water valves, removing the existing structures at the north end of the property, clearing and grubbing, grading, excavation, importing and placing fill, and compacting the fill and other materials. Removal of the recycled water pipes would consist of installing an isolation valve and thrust block at the end of the onsite recycled water (purple) pipe and then completely removing the onsite purple pipes. Clearing and grubbing of the site, including the potential removal of all on-site vegetation (i.e., the existing orchard), would be conducted using bulldozers, standard excavators, and hand labor. It is likely that trees along South Campus Drive within the Project site would be removed as well. All demolished material and debris would be disposed off site at an appropriate location selected by the construction contractor. For the purposes of this analysis, the disposal site is presumed to be located within 1 hour of travel time from the Project site.

To the extent feasible, excavated soil would be reused on site. Excavation would occur at depths ranging from approximately 3 to 6 feet. Fill would be delivered to the Project site by conventional haul trucks (approximately 15 cubic yards [cy] per load). Fill material would be placed with an excavator and compacted with a compactor/roller. Based on the project site's soil conditions and area of disturbance for the project site and potential utilities, the total estimated material and/or soil import quantity is estimated to be 15,802 cy. Table 2-2 provides the anticipated number of potential worker and construction-related trips for the Proposed Project's various construction phases. Site preparation activities discussed above are divided into two phases (site preparation and grading) for the purpose of estimating worker and construction-related trips.

**Table 2-2.** Comparison of Worker and Construction Trips during Various Construction Phases for the Proposed Project

Construction Phase	Worker Trips	Vendor Trips	Hauling Trips	Total One-Way Trips by Construction Phase
Demolition	300	0	16	316

Construction Phase	Worker Trips	Vendor Trips	Hauling Trips	Total One-Way Trips by Construction Phase
Site Preparation	180	0	988	1,168
Grading	300	0	988	1,288
Trenching	810	0	0	810
Building Construction	17,480	7,130	0	24,610
Paving	300	0	0	300
Milling and Striping	270	0	12	282
Utility Boring	12	0	0	12
Architectural Coating	300	0	0	300

**Buildings and Structures:** Construction of buildings and structures would include the following activities:

- delivery of tilt-up walls and/or concrete delivery, forming, and placement, and rebar placement;
- structural steel work (assembly and welding);
- installation of electrical/instrumentation work;
- masonry or tilt-up concrete wall construction; and
- installation of mechanical equipment and piping installation.

**Pipelines and Underground Utility Equipment:** Drainage, water supply, and wastewater pipelines and underground utilities generally would be installed in open trenches, typically using conventional cut-and-cover construction techniques. The first step in the construction process would be surface preparation, including removing any structures, pavement, or vegetation from the surface of the trench area using jackhammers, graders, pavement saws, mowing equipment, bulldozers, front-end loaders, and/or trucks. A backhoe, track-mounted excavator, or similar equipment would then be used to dig trenches for pipelines or installation of underground utility equipment. The width of the trench would generally vary between 3 and 6 feet and the depth would be approximately three times the pipeline diameter, or deeper. The diameter of pipelines would vary by service flow requirements, material type, and purpose. It is estimated that water, sewer, stormwater, gas, electrical, and phone/internet/cable utility infrastructure trenching would be approximately 2,400 linear feet and would require 245 cy of aggregate base.

In most locations, trenches would most likely have vertical sidewalls to minimize the amount of soil excavated and the area needed for construction easement. Soil excavated from the trench would be stockpiled alongside the trench or in staging areas for later reuse in backfilling the trench or for fill at other on-site locations, if appropriate. Native soil would be reused for backfill to the greatest extent possible; however, it may not have the properties



necessary for compaction and stability. If not reusable, the soil would be hauled off site for disposal at an appropriate disposal site.

The final step in the installation process would be to restore the ground surface. Site restoration would generally involve paving, installing landscaping, or installing erosion controls, as necessary. This phase would include sidewalk and street resurfacing, and street restriping improvements along the Project site.

**Electrical Utilities Installation:** Installation of electrical lines would include horizontal directional drilling (i.e., jack and bore) under South Campus Drive. Horizontal directional drilling is a steerable trenchless method of installing underground pipe in a shallow arc along a prescribed bore path by using a surface-launched drill rig. On the south side of South Campus Drive, the electrical lines would be connected to a proposed electrical pole and then connected via overhead lines to existing electrical lines on the south side of San Jose Creek Channel.

### ***Construction Equipment***

The main pieces of equipment that might be used are as follows:

- |                           |   |
|---------------------------|---|
| ▪ track-mounted excavator | ▪ backhoe   |
| ▪ small crane             | ▪ compactor   |
| ▪ end dump truck          | ▪ front-end loader  |
| ▪ 10-wheel dump truck     | ▪ water truck   |
| ▪ paving equipment        | ▪ forklift  |
| ▪ flat-bed delivery truck | ▪ compressor/jack hammer                                    |
| ▪ concrete truck          | ▪ boom truck  |
| ▪ grader                  | ▪ mowing equipment (e.g., weed eater, commercial lawnmower) |
| ▪ bulldozer               | ▪ boring machine  |

### ***Construction Fencing***

The construction area would be fenced for safety and security.

### ***Jurisdiction Transfer of Project Site and Decommissioning the Existing Facilities***

To support implementation of the Proposed Project, CPP would transfer jurisdiction of the Proposed Project site at the northwest corner of South Campus Drive and East Campus Drive to the CHP. As part of this change of jurisdiction, prior to CPP vacating the project site, CPP would remove all manmade material that is unaffixed to the Project site, including equipment, litter, and debris.

Similarly, prior to occupying the Proposed Project site, CHP would remove, from the existing Baldwin Area Office site, all manmade material that is unaffixed to the existing site. The

existing facility would be decommissioned to allow for future use as a State-owned surplus building. If the State determines that there is no other State use for the property, the property would be included in the annual omnibus surplus legislation and, upon enactment, would be sold pursuant to California Government Code Section 11011 *et seq.*

### ***Construction Schedule***

Design and construction of the Proposed Project is anticipated to last for approximately 30 months, potentially beginning in 2021 and ending in 2024. Within this timeframe, the construction work that involves the use of operating equipment would be performed within an 18-month period. Construction activities would typically be performed Monday through Friday between 7 a.m. and 5 p.m. After-hours work and work on Saturdays, Sundays, and State holidays would be permitted at the discretion of the State of California.

### ***Design-Build Method***

The Proposed Project would be delivered via the design-build method of project delivery. Because this is a design-build project, total improved site development details, which include building elevations, landscaping, access driveway, parking area, and other project specific facilities details are not known at this time.

In design-build, a Criteria Architect (or Master Architect) team develops performance criteria to establish the building's design characteristics, such as: maximum square footage; design mandates such as solar panels, and the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification; facilities required by anticipated building tenants such as sufficient resident and office space and features; and minimum parameters to meet maintenance and functionality requirements.

The analysis in this IS/MND is based on the performance criteria prepared by the Criteria Architect team.

## **2.4.3 Existing and Proposed Operations**

### ***Existing Operations***

The existing CHP Baldwin Park Area Office at 14039 Francisquito Avenue includes an 8,960-ft<sup>2</sup> office building with the vehicle maintenance area incorporated and the communications tower on the roof, a temporary office building, a small 180- ft<sup>2</sup> storage building and several storage containers, 106 stalls for secured and 12 stalls for visitor parking, and fuel island and storage tank, comprising a total of approximately 1.5 acres (approximately 65,340 ft<sup>2</sup>). The site includes a 20-kW, propane-fueled emergency generator that operates up to approximately 100 hours annually.

The existing CHP Baldwin Park Area Office has 121 uniformed CHP officers and 17 non-uniformed support personnel, and is operated 7 days per week, 24 hours per day by shift employees. Shifts generally run from 6 a.m. to early afternoon, early afternoon to 10 p.m., and 10 p.m. to 6 a.m. Most non-uniformed staff are present from 8 a.m. to 5 p.m., Monday through Friday.

## **Proposed Project Operations**

### **Employees and Vehicle Equipment Use**

To fulfill its law enforcement and public safety activities at all times, the proposed CHP facility would be staffed 7 days a week, 24 hours a day by shift employees, with shifts similar to those of the existing Area Office.

The Proposed Project is projected to have 147 employees comprising 18 civilian support staff members and 129 uniformed CHP personnel over the next 10 years. The average vehicle miles traveled by each CHP staff person at the Project site would remain approximately the same as that for the existing Area Office. Overall, average vehicle miles traveled to and from the new office would increase incrementally based on the increased number of personnel who would be employed at the new office. **Table 2-3** compares the number of employees associated with the existing and proposed facilities.

**Table 2-3.** Comparison of Staffing Levels at Existing and Proposed CHP Baldwin Park Area Office

Staff Type	Existing Baldwin Park CHP Area Office	Proposed CHP Area Office (10- year Projection)
Employees (Total)	138	147
Uniformed Officers (Total)	121	129
Other Staff	17	18

### **Facility Operation**

Operation of the CHP Baldwin Park Area Office would require periodic deliveries of automotive service equipment and materials (e.g., oil, lubricants, tires, etc.), fuel, office supplies, and other equipment. Fuel would be delivered approximately monthly. Hazardous materials stored on site (e.g., used oil and used tires) would be transported approximately quarterly to an appropriate local hazardous waste facility for disposal or recycling. Fuel would be delivered approximately monthly. Other hazardous material (e.g., oil) would generally be delivered quarterly, or as needed.

Similar to the existing CHP Baldwin Park Area Office operations, the Proposed Project operations would include periodic office building alarm tests and vehicle siren tests during daily shift changes. Shift change tests are a mandatory practice that involves testing sirens, vehicle lights, and the vehicle camera. In general, as shifts change, CHP vehicle sirens would be tested briefly to ensure functionality before vehicles leave the Project site. The office building alarm would be part of the fire protection system for the facility and would always be active. The alarm would be tested every 6 months and emit a loud alert typically lasting 30 seconds. Permits and Approvals

Because the Proposed Project site is owned by the State, local regulations do not apply to the Proposed Project. Local regulations may apply to off-site activities (e.g., connections to existing infrastructure in the public right of way). Local regulations are described by resource

topic in **Appendix A**. The permits and regulatory compliance requirements, along with the responsible or permitting agency, for the Proposed Project are described in **Table 2-4**.

**Table 2-4.** Applicable Permit and Regulatory Requirements

Regulatory Agency	Law/Regulation	Purpose	Permit/ Authorization Type
Los Angeles County	County Policies and Requirements	Potential encroachment into County right-of-way	Encroachment permit, if necessary
Los Angeles Regional Water Quality Control Board	Clean Water Act Section 402 Porter Cologne Water Quality Control Act	National Pollutant Discharge Elimination System (NPDES) program regulates discharges of pollutants	Notification under NPDES General Construction Permit Compliance with NPDES Regional Municipal Stormwater Permit
Los Angeles County Flood Control District	County Policies and Requirements	Establish compliance and approval for stormwater system connection, and overhead electrical connection	Connection permit for stormwater, if necessary, and permit for proposed electrical lines over San Jose Creek Channel
South Coast Air Quality Management District	Regulation 10	Stationary Source Permits for emergency generator, refueling station, storage tanks	Permit to Construct and Permit to Operate
California Department of Transportation (Caltrans) – District 7	Section 660 of the California Streets and Highways Code	Potential encroachment into Caltrans right-of-way	Encroachment permit, if necessary
Southern California Edison (SCE)	SCE Policies and Requirements	Establish compliance with company policies	Encroachment permit and electric connection approval
Southern California Gas (SoCalGas)	SCG Policies and Requirements	Establish compliance with gas company policies	Encroachment permit and gas connection approval, if desired
CPP	CPP Policies and Requirements	Inform of potential roadway improvements and utility connections	Coordination with the CPP
CPP	New sewer line connection	Establish sewer connections at the Project site	Conditional Sewer Use and Connection Permit
City of Pomona	Stormwater connection	Confirm stormwater infrastructure design requirements	Coordination with the City

<b>Regulatory Agency</b>	<b>Law/Regulation</b>	<b>Purpose</b>	<b>Permit/ Authorization Type</b>
City of Pomona	City Policies and Requirements	Confirm permits and approvals for road improvements	Coordination with the City and Encroachment permit
City of Pomona	New water supply, and fire hydrants connections	Establish water supply, and fire hydrantconnections at the Project site	Conditional Water Use andConnection Permit, Coordinate with City
Walnut Valley Water District	Water connection	Coordinate water supply connection	Coordinate with the District

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## Chapter 3

### ENVIRONMENTAL CHECKLIST

- |  |   |
|--|---|
| <b>1. Project Title</b>  | CHP Baldwin Park Area Office Replacement Project  |
| <b>2. Lead Agency Name and Address</b>                                 | California Highway Patrol<br>601 N. 7th Street<br>Sacramento, California 95811  |
| <b>3. Contact Person, Phone Number and Email</b>                       | Chuck King, Assistant Chief<br>baldwin-park-comments@chp-ceqa.com   |
| <b>4. Project Location and Assessor's parcel number (APN)</b>          | The project is located at the northwest corner of South Campus Drive and East Campus Drive on land owned by California Polytechnic State University Pomona (CPP) in unincorporated Los Angeles County, California. The project would develop a portion of parcel (APN 8710-003-920), totaling 6 acres.  |
| <b>5. Property Owner(s)</b>  | State of California   |
| <b>6. General Plan Designation</b>                                     | Academic Agricultural   |
| <b>7. Zoning</b>   | A-1 Light Agriculture   |
| <b>8. Description of Project</b>                                       | See Chapter 2, <i>Project Description</i>   |
| <b>9. Surrounding Land Uses and Setting</b>                            | The land is currently owned and used by the CPP Agriculture Department for equipment storage and agriculture. Surrounding land uses to the north and west include facility management operations for CPP (i.e., warehouses, custodial offices, procurement and receiving office, and auto shops) and light agriculture. South of the parcel, South Campus Drive and San Jose Creek separate the parcel from residential buildings. To the east, East Campus Drive and Orange Freeway abut the parcel. |
| <b>10. Other Public Agencies whose Approval or Input May Be Needed</b> | Los Angeles Regional Water Quality Control Board (RWQCB), South Coast Air Quality Management District (SCAQMD), California Department of Transportation (Caltrans), Southern California Edison (SCE), Southern California Gas (SoCalGas), Los Angeles County, City of Pomona.   |
| <b>11. Hazards or Hazardous Materials</b>                              | The Project site is not located on the lists enumerated under Section (§) 65962.5 of the  |

Government Code, including, but not limited to, lists of hazardous waste facilities.

## 12 Native American Consultation

No Native American tribes traditionally and culturally affiliated with the Project area have requested consultation pursuant to Public Resources Code (Pub. Res. Code) § 21080.3.1 for the Proposed Project.

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This chapter of the Initial Study/Mitigated Negative Declaration (IS/MND) assesses the environmental impacts of the California Highway Patrol (CHP) Baldwin Park Area Office Replacement Project (Proposed Project) based on the environmental checklist provided in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The environmental resources and potential environmental impacts of the Proposed Project are described in the individual subsections below. Each subsection (3.1 through 3.20) provides a brief overview of the regulations and regulatory agencies that address the resource and describes the existing environmental conditions for that resource to help the reader understand the conditions that could be affected by the Proposed Project. Relevant local laws, regulations, and policies are described in **Appendix A**. In addition, each section includes a discussion of the rationale used to determine the significance level of the Proposed Project's environmental impact for each checklist question. For environmental impacts that have the potential to be significant, mitigation measures are identified that would reduce the severity of the impact to a less-than-significant level.

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## Environmental Factors Potentially Affected

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The environmental factors checked below would potentially be affected by the Proposed Project, as indicated by the checklist on the following pages.

☐ Aesthetics

☐ Land Use/Planning

☐ Agriculture and Forestry Resources

☐ Mineral Resources

☐ Air Quality

☐ Noise

☒ Biological Resources

☐ Population/Housing

☒ Cultural Resources

☐ Public Services

☐ Energy

☐ Recreation

☒ Geology/Soils

☒ Transportation

☐ Greenhouse Gas Emissions

☐ Tribal Cultural Resources

☒ Hazards and Hazardous Materials

☐ Utilities/Service Systems

☐ Hydrology/Water Quality

☒ Wildfire

☒ Mandatory Findings of Significance

19



## Determination

The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of sources of information cited in this document, comments received, and conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and, where necessary, a visit to the site.

On the basis of this initial evaluation:

- ☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.
- ☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature



Date

1-10-2020

Name: Chuck King, Assistant Chief  
California Highway Patrol

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## 3.1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Except as provided in Public Resources Code § 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.1.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

No federal regulations are applicable to aesthetics in relation to the Proposed Project.

#### ***State Laws, Regulations, and Policies***

In 1963, the California State Legislature established the California Scenic Highway Program, a provision of the Streets and Highways Code, to preserve and enhance the natural beauty of California (Caltrans 2018a). The state highway system includes designated scenic highways and those that are eligible for designation as scenic highways.

There are no designated or eligible scenic highways within the Project vicinity; the nearest eligible state scenic highway is the segment of State Route 57 to the south of State Route 60 which is located approximately 4.5 miles south of the Project site (Caltrans 2018b).

### 3.1.2 Environmental Setting

The Project site is located at the northwest corner of South Campus Drive and East Campus Drive and at the eastern edge of the CPP campus in unincorporated Los Angeles County (Figure 2-2). The Project site is relatively flat and is currently occupied by a small orange orchard on the northeastern side of the property; an equipment storage area in the northern half of the parcel; and two vacant trailers, a conex box, grain silos, a shed, and piles consisting of dirt, gravel, and mulch. London Plane trees are located along the southern perimeter of the Project site along South Campus Drive.

Surrounding land uses include university facilities to the north and west, residential uses to the south of South Campus Drive, and State Route 57 to the east. Beyond State Route 57 are commercial and residential developments. The following sections provide further detail on the Project site's existing visual setting and sensitive receptors near the Project site.

#### ***Visual Character and Quality of the Site***

The Project site is characterized by the existing agricultural uses on site including a small orange orchard, row crops, equipment storage areas, shed, and miscellaneous piles of dirt, mulch, and gravel. The site's visual character also is affected by the vacant lands to the north which are currently used for grazing purposes, mature landscaping trees along South Campus Drive, mature trees along the site's northwest boundary, and mature trees to the east of East Campus Drive. The visual character is also influenced by adjacent university facilities to the west, State Route 57, and commercial developments to the east of the site. Campus facilities located closest to the Project site include the Rose Float Laboratory, warehouses, custodial offices, procurement and receiving offices, auto tractor, and auto shops. A few residences are located along Citrus Lane, west of these campus commercial facilities. Dense, tall hedges and mature trees are located on the south side of South Campus Drive, separating South Campus Drive from the canal and residential area located to the south. The visual quality of the Project site is moderate and characterized by the combination of agricultural, campus facilities, and surrounding urban development.

#### ***Light and Glare***

Nighttime lighting is necessary to provide and maintain safe environments. Light that falls beyond the intended area of illumination is referred to as "light trespass." The most common cause of light trespass is spillover light, which occurs when a lighting source illuminates surfaces beyond the intended area, such as when building security lighting or parking lot lights shine onto neighboring properties. Spillover light can adversely affect light-sensitive uses, such as residences, at night. Both light intensity and fixtures can affect the amount of light spillover. Modern, energy-efficient fixtures that face downward, such as shielded light fixtures, are typically less obtrusive than older, upward-facing light fixtures.

Glare is caused by light reflections from pavement, vehicles, and building materials, such as reflective glass, polished surfaces, or metallic architectural features. During daylight hours, the amount of glare depends on the intensity and direction of sunlight.

The most notable sources of lighting in the Project vicinity are street lights on South Campus Drive, adjacent buildings on the campus, and lighting at the residential homes to the south.

Vehicles traveling on South Campus Drive, East Campus Drive, and State Route 57 are another source of lighting, particularly during nighttime hours.

### ***Scenic Highways and Corridors***

There are no officially designated or eligible to be designated state scenic highways within the vicinity of the Project site (Caltrans 2018b).

### ***Viewer Sensitivity***

Viewer sensitivity is another consideration in assessing the effects of visual change. Sensitivity is a function of factors such as the visibility of resources in the landscape, proximity of viewers to the visual resource, elevation of viewers relative to the visual resource, frequency and duration of views, number of viewers, and types and expectations of individuals and viewer groups.

Existing views of the Project site were captured from four key observation points (KOPs), as shown on **Figure 3.1-1** (viewpoint map). **Figure 3.1-2** and **Figure 3.1-3** show photos from these KOPs which have been selected as being representative of the types of visual resources that are present in each area.

Views of the Project site and vicinity from each of these KOPs are described as follows:

- **KOP 1:** This KOP shows a view of the northern portion of the Project site from East Campus Drive. This KOP captures a typical view from a motorist traveling south along this road. As shown in the photo, views predominantly include the orange orchard trees in the foreground, fencing, and a storage facility. In general, the view from KOP 1 can be characterized as agricultural in character marked by the orchard trees.
- **KOP 2:** This KOP shows a view of the southern portion of the Project site from the South Campus Drive and East Campus Drive intersection. This KOP shows a typical view from the perspective of a motorist driving along South Campus Drive. Views include mature London Plane trees along South Campus Drive, fencing, low-lying grassy vegetation, row crops, the orange tree orchard, grain silos, and a trailer. Beyond the Project site, motorists also have views of the hillsides in San Dimas which are partially occupied by residential development. The view from KOP 2 can be characterized as both agricultural and urban in character marked by the grain silos, trailer, orchard trees in the foreground; and residential development in the background.
- **KOP 3:** This KOP shows a view looking northeast toward the Project site from South Campus Drive. As shown in the photo, the London Plane trees lining South Campus Drive are dominant in the foreground. State Route 57 and a hillside beyond the highway can also be seen. The view from KOP 3 can be generally characterized as both agricultural and urban marked by the row crops on the Project site, London Plane trees, South Campus Drive and State Route 57.



\\10.10.1.10\gis\_server\PROJECTS\15002\_CHP\_CEOA\mxd\Baldwin Park\Figure\_AES-1\_KOPs.mxd PG 11/21/2019



Prepared by:



KOPs



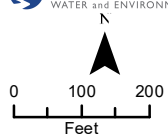
Project Area



Potential Road Improvements



Potential Location of Utility Connections



Prepared for:  
California Highway Patrol

**Figure AES-1**  
**Views Surrounding**  
**Proposed Project Site**

**Baldwin Park Office Replacement Project**  
**Initial Study/Mitigated Negative Declaration**





**KOP 1:** Existing view looking south towards the northern portion of the Project site from East Campus Drive.



**KOP 2:** Existing view looking north towards the Project site from the South Campus Drive and East Campus Drive intersection.

Prepared by:



Prepared for:  
California Highway Patrol

**Figure 3.1-2.  
Existing Views from KOPs 1 and 2**

**Baldwin Park Area Office Replacement Project  
Initial Study/Mitigated Negative Declaration**





**KOP 3:** Existing view looking northeast toward the Project site from South Campus Drive.



**KOP 4:** Existing view looking southeast toward the Project site from a dirt road near the CPP's Rose Float Laboratory.

Prepared by:



Prepared for:  
California Highway Patrol

**Figure 3.1-3.  
Existing Views from KOPs 3 and 4**

**Baldwin Park Area Office Replacement Project  
Initial Study/Mitigated Negative Declaration**



- **KOP 4:** This KOP shows a view looking southeast toward the Project site from a dirt road abutting the site's western boundary. This includes a typical view that university personnel or students might see from this dirt road while traversing to/from campus facilities and South Campus Drive. The Rose Float Laboratory and its high overhang can be seen in the right-hand side of the photo (located to the right of the truck on the dirt road). In the background, trees from the embankment along State Route 57 and along South Campus Drive are visible, as is a hillside. The view is characterized as agricultural marked by the grain silos, equipment storage sheds, orchard trees, fencing, and low-lying grasses (immediately north of the Project site).

## ***Viewer Groups***

Viewer groups in the vicinity of the Project site and their sensitivity to visual changes are described below. Viewer groups with visual access to the Project site are divided into the categories of university staff and students, motorists, and residences.

### ***University Staff and Students***

As described above, the Project site is situated on the CPP campus and adjacent to university facilities to the west. CPP facilities located closest to the Project site include the Rose Float Laboratory and buildings related to facility management of the university such as warehouses, custodial offices, procurement and receiving offices, and tractor and auto shops. KOP 4 shows a representative view from a dirt road between the Project site's western boundary and a CPP facility management building. A limited number of university personnel and students using these facilities have frequent views of the Project site during daytime hours. However, this viewer group is expected to be focused on academics or facility maintenance and their views would typically be limited to windows facing the Project site. As such, this viewer group is not expected to have high a concern for views of the surrounding area.

### ***Motorists***

Motorists traveling on East Campus Drive and South Campus Drive have views of the Project site (KOPs 1, 2, and 3). Motorists traveling on State Route 57 would also have brief views of the Project site. Motorists' views would be temporary, and they would have limited expectations of the setting. Motorists in this area would most likely be university students and staff, and residents of the surrounding residential area to the south, and patrons of surrounding commercial development to the east of State Route 57. Neither of these roads or State Route 57 are considered to be a scenic vista or byway. In general, as a viewer group, motorists in this area would have a reduced sensitivity to the surrounding viewshed, and their sensitivity would be low.

### ***Residential***

There are single family homes to the south of the Project site beyond South Campus Drive (approximately 200 feet south). Mature trees planted along South Campus Drive sit at a slightly higher elevation than the Project site and homes, and thus provide visual screening for residents on Kellogg Park Drive and Hennipen Street. Residents, as a viewer group, tend to have a heightened sensitivity to the surrounding viewshed because they have a high frequency and duration of views. However, since mature trees provide a visual buffer

1 between the homes and the Project site, the residences closest to the Project site have a low  
2 to moderate sensitivity.

3 Limited residences are located along Citrus Lane to the west of the Project site. Views of the  
4 Project site from these residences would be obscured by the CPP facilities and/or mature  
5 trees in between the residences and the Project site. In addition, the residences face away  
6 from the Project site toward Citrus Lane. Thus, these residences would have a low sensitivity.

7 There are residences farther north of the Project site beyond Interstate 10 in the city of San  
8 Dimas (approximately 0.6 mile away). These residences are located on a hillside but most  
9 views looking toward the site are screened by hills and/or intervening trees and vegetation.  
10 Thus, due to distance, topography, and presence of trees and vegetation, the visual sensitivity  
11 of these residents is considered relatively low.

### 12 **3.1.3 Discussion of Checklist Responses**

#### 13 **a. Adverse effects on scenic vistas—*Less than Significant***

14 A scenic vista is generally considered a view of an area that has remarkable scenery or a  
15 natural or cultural resource that is indigenous to the area. No scenic vistas have been officially  
16 designated for the Project site or vicinity in the Los Angeles County General Plan (2015) or  
17 the City of Pomona General Plan (2014).

18 Construction activities associated with the Proposed Project would cause some temporary  
19 visual changes at the Project site. A variety of construction equipment, as listed in  
20 Section 2.4.2, "Proposed Project Characteristics," would be present during construction. The  
21 temporary presence of this equipment and associated construction activities would be  
22 somewhat out of character for the area; however, no equipment would be present on the  
23 Project site after completion of the construction phase of the Proposed Project. Because  
24 construction would be temporary and the site is not located within a scenic vista,  
25 construction impacts would be less than significant.

26 The Proposed Project would result in aboveground physical changes to the viewshed,  
27 including the presence of:

- 28       ▪ buildings and enclosures,
  - 29       ▪ aboveground tanks,
  - 30       ▪ parking areas,
  - 31       ▪ 6-foot-tall concrete-block masonry fence with 2-foot metal pickets along with steel  
32       decorative sliding gates,
  - 33       ▪ 24-hour exterior lighting meeting CHP safety protocols,
  - 34       ▪ three aluminum flagpoles, each 30 feet high,
  - 35       ▪ CHP monument sign near the visitor parking area,
  - 36       ▪ vehicle fueling area that would include a canopy over the fueling area, and
  - 37       ▪ 148-foot-tall communications tower.
- 38

Figure 2-4 shows the Project's conceptual site plan, and Figure 2-5 shows conceptual cross-section views of the replacement CHP Area Office. The Proposed Project would result in a substantial visual change as the site is partially vacant with the exception of two trailers, a small orange tree orchard, row crops, equipment storage, and piles of dirt, gravel and mulch. The CHP offices would be one-story buildings which would not obstruct any views of the hills to the north from any KOP. Motorists driving along South Campus Drive, East Campus Drive, and State Route 57 would have clear but fleeting views of the CHP Area Office. Residents of the homes to the south of South Campus Drive and of the residences along Citrus Lane would not have views of the CHP Area Office's fencing, parking area, or main office building. The top portion of the communications tower may be visible to some residents, though the bottom portion would be blocked due to topography, mature trees, and, in the case of the Citrus Lane residents, the CPP facilities and buildings. More distant and partial views of the CHP Area Office may be available from some residences to the north of the Project site on a hillside in San Dimas, though a majority of views would be screened due to topography.

The 148-foot-tall communications tower would be the most prominent visual feature on the Project site. The specific tower location on the Project site is unknown at this time and will be identified during final design, however it would likely be visible from all KOPs. The tower would be the tallest structure in the Project area and would likely be seen from a wide area around the Project site. However, as stated above, the tower is not projected to block or alter any scenic vistas. As discussed above, university staff and students using the facilities immediately west of the Project site are not expected to have a high visual concern as they are expected to be focused on academics or facility maintenance and the facilities themselves have a limited number of windows exposed to the Project site.

Although the CHP Area Office would be visible to adjacent university facilities, passerby motorists, and partially visible to some residents, these changes would be generally consistent with the current urban visual character of the area and would not substantially affect the quality of views for these viewer groups. Moreover, there are no designated scenic vistas in the Project area that would be affected by the Proposed Project.

Therefore, this impact would be **less than significant**.

**b. Damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway—No Impact**

The Project site is not visible from any officially designated or eligible to be designated scenic highway and does not include any scenic resources. The Proposed Project would not damage any scenic resources. Therefore, there would be **no impact**.

**c. Changes to existing visual character or quality in non-urbanized areas or conflict with applicable zoning and other regulations governing scenic quality in urbanized areas—Less than Significant**

The nature of the Project site's existing visual character is influenced by a combination of agricultural, campus, and other urban uses (e.g., State Route 57 and residential development to the south and east). In the immediate vicinity, the site's agricultural and campus character is represented primarily by the trailers, equipment storage, small orange orchard, dirt and

1 gravel piles, low-lying shrubs and row crops on the Project site, and university facilities to  
2 the west of the Project site.

3 Construction activities associated with the Proposed Project could result in temporary  
4 changes to the visual character of the area due to the presence of construction crews and  
5 heavy equipment. However, the duration of construction would be temporary (anticipated to  
6 last for approximately 18 months) and the scale of changes in views would be limited to the  
7 university staff and students using facilities to the west, passerby motorists, and some  
8 residents. Therefore, during construction, this impact would be less than significant.

9 Figure 2-4 and Figure 2-5 show conceptual site plans and cross-sectional views of the  
10 replacement CHP Area Office. As described in impact discussion a., structures that may be  
11 most prominent include the exterior concrete wall surrounding the parking lot, the main  
12 office building, and the communications tower. While the replacement CHP Area Office would  
13 result in a change to the agricultural character of the Project site, the proposed facilities  
14 would be compatible in scale and type with the surrounding campus facilities and commercial  
15 development to the east of State Route 57. The London Plane trees along the site's southern  
16 border would likely need to be removed; however, the Proposed Project would include onsite  
17 landscaping throughout the Project site, which would improve visual conditions at the Project  
18 site. In conclusion, the Proposed Project would be consistent with the greater urban nature  
19 of the Project vicinity and, therefore, would not result in substantial degradation of the  
20 Project site or surrounding area's existing visual character or quality in a non-urban area.  
21 This impact would be **less than significant**.

#### 22 **d. New sources of light or glare—*Less than Significant***

23 Several existing sources of light and glare are present in the area surrounding the Project site.  
24 Street lights are located on South Campus Drive and State Route 57. The campus facilities to  
25 the west also have outdoor lighting. Light from passing vehicles and businesses to the east of  
26 State Route 57 also persist during evening hours. During the day, the most notable source of  
27 glare is from sunlight reflecting off passing vehicles as well as the rooftops and sides of the  
28 surrounding buildings.

29 Operation of the Proposed Project would include use of nighttime security lighting  
30 throughout the site. This would include lighting dispersed throughout the facilities, as well as  
31 in the parking area, illuminating three on-site flagpoles and illuminating the CHP monument  
32 sign (see Figure 2-4 in Chapter 2, *Project Description*). Aside from the flagpole lighting, all  
33 exterior lighting would be directed downward to reduce light dispersion. The flagpoles  
34 require specialized lighting because of their height. However, flagpoles are typically located  
35 near the front of the office building within the interior of the site, so the potentially upward-  
36 aimed lighting would not spill over onto adjacent properties, and would not create a  
37 substantial visual contrast with the night sky.

38 Nighttime lighting at the Project site could be visible to motorists driving by. However, all  
39 lighting except for the flagpole lighting would be directed downward and thereby prevent  
40 light from falling onto surrounding campus facilities.

41 The windows and buildings of new structures and metal material of the communications  
42 tower could create new sources of glare. Daytime glare can cause an annoyance for viewers  
43 and a potential safety hazard for motorists. However, the proposed buildings and ancillary

1 structures would not significantly affect viewers or motorists because they would be located  
2 away from roadways behind the perimeter wall and fencing and would not generate  
3 substantial glare. The communications tower is not anticipated to represent a source of glare  
4 that would be substantial enough to create annoyance relative to existing conditions. As a  
5 result, the impacts related to glare and nighttime lighting would be **less than significant**.

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## 3.2 Agricultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Code § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment that, because of their location or nature, could result in a conversion of Farmland to a nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.2.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

No federal regulations are applicable to agricultural resources in relation to the Proposed Project.

#### ***State Laws, Regulations, and Policies***

##### **Farmland Mapping and Monitoring Program**

The Farmland Mapping and Monitoring Program (FMMP), administered by the California Department of Conservation (CDOC), produces maps and statistical data for use in analyzing impacts on California's agricultural resources (CDOC 2016a). FMMP rates and classifies agricultural land according to soil quality, irrigation status, and other criteria. Important Farmland categories are as follows (CDOC 2016a):

**Prime Farmland:** Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields. Prime Farmland must have been used for irrigated agricultural production at some time during the 4 years before the FMMP's mapping date.

**Farmland of Statewide Importance:** Farmland similar to Prime Farmland, but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Farmland of Statewide Importance must have been used for irrigated agricultural production at some time during the 4 years before the FMMP's mapping date.

**Unique Farmland:** Farmland of lesser quality soils used for the production of the state's leading agricultural crops. These lands are usually irrigated but might include non-irrigated orchards or vineyards, as found in some climatic zones. Unique Farmland must have been cropped at some time during the 4 years before the FMMP's mapping date.

**Farmland of Local Importance:** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

### California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965 (commonly referred to as the Williamson Act) allows local governments to enter into contracts with private landowners for the purpose of preventing conversion of agricultural land to non-agricultural uses (CDOC 2016b). In exchange for restricting their property to agricultural or related open space use, landowners who enroll in Williamson Act contracts receive property tax assessments that are substantially lower than the market rate.

## 3.2.2 Environmental Setting

The Project site is located on land owned by CPP in unincorporated Los Angeles County, California just outside of the city limits of Pomona. The 6-acre Project site is roughly rectangular in shape, angled to the northwest/southeast along its long axis. Agricultural uses of the eastern and southern portions of the property are an orange orchard and row crops, respectively. The northwestern quarter of the site has swine research trailers; storage in the form of grain silos and a shed; dirt, gravel, and mulch piles; and other materials that may be related to agricultural use. The site is designated as Academic Agricultural (1d) land use, defined as animal, crop, lab, support facilities and research-related uses, by CPP (California Polytechnic State University Pomona 2000). The land use designation for the site is Public and Semi-Public (P); permitted uses include public and semi-public facilities and community-serving uses, including public buildings and campuses, schools, hospitals, cemeteries, and fairgrounds; airports and other major transportation facilities, but also other major public facilities, including planned facilities that may be public-serving but may not be publicly accessible, such as landfills, solid and liquid waste disposal sites, multiple use storm water treatment facilities, and major utilities. The zoning designation of this part of unincorporated Los Angeles County is A-1 Light Agriculture; although the zoning code lists permitted uses as single-family residences, crops, greenhouses, and raising of farm animals, other permitted uses in the A-1 zoning include publicly-owned uses that are necessary to maintain the public health, convenience, or general welfare, with a conditional use permit (Los Angeles County



2015). According to the Los Angeles County General Plan, no agricultural resource areas were designated in this part of the county (Los Angeles County 2014). Other Proposed Project elements (i.e., road improvements and utilities) are anticipated to extend off the Project site to non-agricultural use areas (paved and/or landscaped developed areas) owned and maintained by Los Angeles County, and the City of Pomona, as shown in Figures 2-2 and 2-3. Thus, this section (3.2, Agricultural Resources) focuses primarily on the Project site.

Historical research shows that the Project site has been under cultivation since before 1928 (Avocet Environmental, Inc. [Avocet] 2018). Although vegetation patterns and equipment storage locations varied over the years, generally the southern portion of the site had grass or a ground crop growing, the northern portion had similar vegetation patterns or was used for agricultural equipment storage, while the eastern area had an orchard since 1989. No Prime Farmland or Farmland of Statewide or Local Importance is designated in the City of Pomona or surrounding area, including the Project site, by the CDOC (CDOC 2016c). The Project site has not been surveyed for agricultural land in FMMP maps; however, lands classified by the Natural Resource Conservation Service (NRCS) with a land use capability of class I or class II may also be considered “prime agricultural land” (Government Code 51201). Two soils were identified in the Project site; the northern third is Urban land-Sorrento-Arbolado complex (1136) and the southern two-thirds is Urban land-Pico-Metz complex (1008) (NRCS 2018a, 2018b). The characteristics of these soils as they relate to agriculture are listed in Table 3.2-1.

**Table 3.2-1. Soil Conditions Related to Agricultural Designations**

Soil Name	Land Capability Classification (nonirrigated)	Farmland Classification
Urban land-Sorrento-Arbolado complex	3e	Farmland of statewide importance
Urban land-Pico-Metz complex	8	Prime farmland if irrigated

Sources: NRCS 2018a, 2018b.

The land capability classifications of the two soil types found on the Project site are 3 and 8; neither of these classifications is considered prime agricultural land by NRCS. However, the NRCS farmland classification of Urban land-Sorrento-Arbolado complex is “farmland of statewide importance” and the farmland classification of Urban land-Pico-Metz complex is “prime farmland if irrigated” (NRCS 2018a, 2018b). In California, Prime Farmland and Farmland of Statewide Importance must be irrigated; therefore, only the portions of the Project site that are irrigated are eligible for this designation (CDOC 2016a). The orange orchard may be considered Unique Farmland because oranges are considered a specific high-value crop that requires special growing conditions (CDOC 2016a). Additionally, an orchard of fruit trees is also considered prime farmland if “they have a nonbearing period of less than five years and ... will normally return during the commercial bearing period on an annual basis... not less than \$200 per acre” (Government Code 51201). No land under Williamson Act contract is located on or near the Project site (CDOC 2016d).

### 3.2.3 Discussion of Checklist Responses

#### a, e. Convert farmland to non-agriculture use, or result in conflicts with or loss of agricultural or forest lands—*Less than Significant*

As described above, some agricultural uses are present on the Project site. No land within or adjacent to the Project area is classified as farmland by the FMMP; however, the NRCS classified the soil in the northern third of the Project site as “farmland of statewide importance.” Additionally, this land is used for educational agricultural purposes rather than commercial agriculture and, therefore, does not meet the prime farmland definition requiring the production of at least \$200 of produce per acre. The construction of the Proposed Project would result in removal of the existing orchard; grain silos and shed; and dirt, gravel, and mulch piles and would result in a minor reduction of area available for agricultural activities. The row crops in the southern portion of the Project site and four rows of orange trees make up about 3.25 acres of potentially irrigated agricultural land—less than the 10-acre minimal mapping unit typically used for FMMP designations (CDOD 2016a). Therefore, the construction of this Project would not result in substantial conversion of agricultural land to non-agricultural land. Operation of the Proposed Project would not affect agricultural or forest lands in the area. Likewise, no agricultural or forestry activity is present on the existing CHP Baldwin Park facility property; therefore, decommissioning and transferring this existing facility would not result in the conversion of farmland to non-agricultural use. A **less-than-significant impact** would occur.

#### b-c. Conflict with existing zoning for agriculture use, Williamson Act Contract, or forest land or timber land—*Less than Significant*

The Project site is zoned as A-1 Light Agriculture by Los Angeles County, as is a portion of Project’s utility and road improvement areas. Existing land uses in the vicinity of the Project site are university uses, residential neighborhoods, and transportation corridors (City of Pomona 2014). The CPP campus includes parcels used for agricultural purposes, including the parcel immediately north of the Project site, which is a grassy area used for grazing. Apart from this grazing area, no other agricultural activity is present immediately surrounding the Project site, and no land on or immediately surrounding the site is enrolled in a Williamson Act contract or forest or timber land. Public uses are permitted in the A-1 zoning designation, and the proposed CHP facility, and its related road or utility improvements, would fall within this category. The construction and operation of the Proposed Project would not affect the use or zoning of the adjacent grazing area. As a result, a **less-than-significant impact** on zoning for agricultural or forestry resources would occur due to the Proposed Project.

#### d. Result in the loss of forest land or conversion of forest land to non-forest use—*No Impact*

No forestry resources currently exist in the Project site or within the areas of the proposed road or utility improvements. The orchard is considered farmland, and other portions of the Project site, including the road and utility-improvement areas, may have trees but do not have forest land. Construction and operation of the Proposed Project would not affect forest land. **No impact** would occur.

### 3.3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.3.1 Regulatory Setting

##### ***Federal and State Laws, Regulations, and Policies***

The Clean Air Act is implemented by the U.S. Environmental Protection Agency (USEPA) and sets ambient air limits, the National Ambient Air Quality Standards (NAAQS), for six criteria pollutants: particulate matter of aerodynamic radius of 10 micrometers or less (PM<sub>10</sub>), particulate matter of aerodynamic radius of 2.5 micrometers or less (PM<sub>2.5</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ground-level ozone, and lead. Of these criteria pollutants, particulate matter and ground-level ozone pose the greatest threats to human health.

The California Air Resources Board (CARB) sets standards for criteria pollutants in California that are more stringent than the NAAQS and include the following additional contaminants: visibility-reducing particles, hydrogen sulfide, sulfates, and vinyl chloride. The Proposed Project is located in southeastern Los Angeles County which is within the South Coast Air Basin. The South Coast Air Quality Management District (SCAQMD) manages air quality in the basin for attainment and permitting purposes.

**Table 3.3-1** shows the current attainment status for the state and federal ambient air quality standards.

1 **Table 3.3-1. Attainment Status of the State and Federal Ambient Air Quality Standards**

Contaminant	Averaging Time	Concentration	State Standards Attainment Status <sup>1</sup>	Federal Standards Attainment Status <sup>2</sup>
Ozone	1-hour	0.09 ppm	N	See footnote 3
	8-hour	0.070 ppm	N	N (Extreme)
Carbon Monoxide	1-hour	20 ppm	A	
		35 ppm		A
	8-hour	9.0 ppm	A	A
Nitrogen Dioxide	1-hour	0.18 ppm	A	
		0.100 ppm <sup>5</sup>		U/A
	Annual arithmetic mean	0.030 ppm	A	
		0.053 ppm		A (Maintenance)
Sulfur Dioxide (SO <sub>2</sub> )	1-hour	0.25 ppm	A	
		0.075 ppm		U/A
	24-hour	0.04 ppm	A	
		0.14 ppm		U/A
	Annual arithmetic mean	0.030 ppm		U/A
Particulate Matter (PM <sub>10</sub> )	24-hour	50 µg/m <sup>3</sup>	N	
		150 µg/m <sup>3</sup>		A (Maintenance)
	Annual arithmetic mean	20 µg/m <sup>3</sup>	N	
Fine Particulate Matter (PM <sub>2.5</sub> )	24-hour	35 µg/m <sup>3</sup>		N (Serious)
	Annual arithmetic mean	12 µg/m <sup>3</sup>	N	N (Moderate)
Sulfates	24-hour	25 µg/m <sup>3</sup>	A	
Lead <sup>6</sup>	30-day average	1.5 µg/m <sup>3</sup>	A	
	3-months rolling	0.15 µg/m <sup>3</sup>		N-Partial
Hydrogen Sulfide	1-hour	0.03 ppm	U	
Vinyl Chloride <sup>6</sup> (chloroethene)	24-hour	0.010 ppm	A	
Visibility Reducing Particles	8 hour (10:00 to 18:00 PST)	See footnote 4	U	

A – attainment

ppm – parts per million

N – non-attainment

µg/m<sup>3</sup> – micrograms per cubic meter

U – unclassified

2 **Notes:**

- 3 1. California standards for ozone, carbon monoxide, sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended  
4 particulate matter - PM<sub>10</sub>, and visibility-reducing particles are values that are not to be exceeded. The standards for  
5 sulfates, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour,

- 8-hour, or 24-hour average (i.e., all standards except for lead and the PM<sub>10</sub> annual standard), then some measurements may be excluded. In particular, measurements that are excluded include those that the California Air Resources Board (CARB) determines would occur less than once per year on average.
2. National standards shown are the “primary standards” designed to protect public health. National air quality standards are set by USEPA at levels determined to be protective of public health with an adequate margin of safety. National standards other than for ozone, particulates, and those based on annual averages are not to be exceeded more than once per year. The 1-hour ozone standard is attained if, during the most recent 3-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the 4th highest daily concentrations is 0.075 ppm (75 parts per billion) or less. The 24-hour PM<sub>10</sub> standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m<sup>3</sup>. The 24-hour PM<sub>2.5</sub> standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m<sup>3</sup>. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM<sub>10</sub> is met if the 3-year average falls below the standard at every site. The annual PM<sub>2.5</sub> standard is met by spatially averaging annual averages across officially designated clusters of sites and then determining if the 3-year average of these annual averages falls below the standard.
  3. The national 1-hour ozone standard was revoked by USEPA on June 15, 2005. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 ppm to 0.070 ppm. An area meets the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 0.070 ppm. This table provides the attainment statuses for the 2015 standard of 0.070 ppm.
  4. Statewide Visibility-Reducing Particle Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per km when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment resulting from regional haze and is equivalent to a 10-mile nominal visual range.
  5. To attain this standard, the 3-year average of the ninety-eighth percentile of the daily maximum 1-hour average at each monitoring station within an area must not exceed 0.100 ppm (effective January 22, 2010).
  6. CARB has identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure below which there are no adverse health effects determined. Partial Nonattainment designation for Los Angeles County portion of Basin only for near-source monitors. The project location is not near any of these near source monitors. It is expected that the area will be redesignated to attainment based on current monitoring data.

*Source: CARB 2018, USEPA 2018a, USEPA 2018b, SCAQMD 2016*

USEPA and CARB regulate various stationary sources, area sources, and mobile sources. USEPA has regulations involving performance standards for specific sources that may release toxic air contaminants (TACs), known as hazardous air pollutants (HAPs) at the federal level. In addition, USEPA has regulations involving emission criteria for off-road sources such as emergency generators, construction equipment, and vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB also establishes passenger vehicle fuel specifications. Airborne Toxic Control Measures (ATCMs), including the following relevant measures, are implemented to address sources of TACs:

- ATCM for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater
- ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- ATCM to Reduce Particulate Emissions from Diesel-Fueled Engines Standards for Non-vehicular Diesel Fuel
- ATCM for Stationary Compression Ignition Engines
- ATCM for Emissions of Chlorinated Toxic Air Contaminants from Automotive Maintenance and Repair Activities

### Local Laws, Regulations, and Policies

Local laws, regulations, and policies are provided in Appendix A. The analysis below references SCAQMD rules, regulations, and plans.

SCAQMD has established guidelines for determining significance for air quality analyses (SCAQMD 2015) which are shown in **Table 3.3-2**. Projects with pollutant emissions below these mass emission thresholds do not have a significant impact on air quality.

**Table 3.3-2.** Air Quality Significance Thresholds for Project Construction and Operations

Mass Daily Thresholds		
Pollutant	Construction Pounds/Day	Operation Pounds/Day
NO <sub>x</sub>	100	55
VOC	75	55
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
Sulfur oxide	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants (TACs), Odor, and Greenhouse Gas Emissions Thresholds		
TACs	Maximum Incremental Cancer Risk $\geq 10$ in 1 million Cancer Burden $> 0.5$ excess cancer cases (in areas $\geq 1$ in 1 million) Chronic & Acute Hazard Index $\geq 1.0$ (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2015.

### 3.3.2 Environmental Setting

The Project site is located on unincorporated land, adjacent to the City of Pomona, in southeastern Los Angeles County which is in the South Coast Air Basin (Basin). The South Coast is California's largest metropolitan region. The area includes the southern two-thirds of Los Angeles County, all of Orange County, and the western urbanized portions of Riverside and San Bernardino counties. It covers a total of 6,480 square miles and is home to nearly 17 million people (CARB 2011).

The Basin 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 topography and climate of Southern California combine to make the Basin an area of high air pollution potential. A warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer, which traps the pollutants near the ground. Light winds can further limit ventilation. Additionally, abundant sunlight triggers the photochemical

1 reactions that produce ozone and the majority of the particulate matter (SCAQMD 2017). The  
2 average temperature in the Pomona area is 64 degrees Fahrenheit (°F) and it receives an  
3 average of 17 inches of rain per year (World Climate 2019).

4 The portion of Los Angeles County within the Basin that contains the Project site is designated  
5 as a federal and state non-attainment area for ozone and PM<sub>2.5</sub> and federal non-attainment for  
6 lead. For PM<sub>10</sub>, the area is in state non-attainment and federal maintenance. It is in attainment  
7 or unclassified for all other federal and state criteria air pollutants, as shown in Table 3.3-1.  
8 Major sources of air pollution in the Basin include on- and off-road vehicles, fuel combustion,  
9 architectural coating and consumer products, and watercraft (SCAQMD 2017a). Major  
10 sources of lead in Los Angeles County include industrial sites, aircraft, trains, and  
11 construction equipment (SCAQMD 2012).

12 The Project site is on land currently owned by CPP. Other Proposed Project elements (i.e.,  
13 road improvements and utilities) are anticipated to extend off the Project site to areas owned  
14 and maintained by Los Angeles County, and the City of Pomona, as shown in Figures 2-2 and  
15 2-3. Road improvements and utility connections proposed as part of the Project would be  
16 located on unincorporated Los Angeles County lands, except for the water utility connection  
17 that would be located on City of Pomona lands. Residential, university, and agricultural land  
18 uses are located near the Project site. CPP is adjacent to the Project site and has multiple  
19 buildings within 600 feet of the Project area. The nearest residences are located 190 feet to  
20 the south on Kellogg Park Drive. Kellogg Park is 380 feet to the southwest of the Project site,  
21 and Kellogg Park Polytechnic Elementary School is 675 feet to the southwest. US  
22 HealthWorks Urgent Care is 1,850 feet northeast and State Route 57 is located 200 feet east  
23 of the Project site.

### 24 3.3.3 Discussion of Checklist Responses

#### 25 a. Conflict with or obstruct implementation of the applicable air quality 26 plan—*Less than Significant*

27 A project is deemed inconsistent with air quality plans if it would result in population and/or  
28 employment growth that exceeds growth estimates included in the applicable air quality  
29 plan, which, in turn, would generate emissions not accounted for in the applicable air quality  
30 plan emissions budget. Therefore, projects need to be evaluated to determine whether they  
31 would generate population and employment growth and, if so, whether that growth would  
32 exceed the growth rates included in the relevant air quality plans. The Proposed Project's  
33 plans include increasing the number of existing employees by nine over a decade. SCAQMD's  
34 Final 2016 Air Quality Management Plan presents the District's plan for attaining federal air  
35 quality standards, particularly for ozone and PM<sub>2.5</sub> (SCAQMD 2017a). Since the air quality  
36 plan applicable to the Proposed Project includes population growth projections of roughly  
37 1 million additional people each decade (SCAQMD 2017a), the Proposed Project would not  
38 result in growth exceeding estimates and is, therefore, consistent with the air quality plan.

39 The Proposed Project would follow all federal, state, and local regulations related to  
40 stationary and area sources of air pollutants, in particular, the chemical storage tanks,  
41 refueling pumps, and emergency generator. In addition, construction will follow local air  
42 district rules and regulations for fugitive dust. Therefore, because the Proposed Project  
43 would be consistent with the applicable general plan policies and would comply with all

applicable regulations for sources of air pollutants, the Proposed Project would have a **less-than-significant impact** and would not obstruct or conflict with applicable air quality plans.

**b. Cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area—*Less than Significant***

During construction of the Proposed Project, the combustion of fossil fuels for operation of fossil-fueled construction equipment, material hauling, and worker trips would result in construction-related criteria air pollutant emissions as well as fugitive dust from construction activity. These emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 and information from the Project description, along with default assumptions for a 5-acre site, which is the area that would be developed within the 6-acre Project parcel. Additionally, emissions from road and sidewalk improvements were included in the model. The Proposed Project's criteria air pollutant emissions during construction are shown in **Table 3.3-3**. CalEEMod modeling results for the Proposed Project are provided in **Appendix B**.

**Table 3.3-3. Criteria Pollutant Emissions during Construction**

Year	Total Construction Emissions (tons)							
	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>
2021	0.354	3.52	2.889	0.007	0.279	0.152	0.116	0.143
2022	0.306	0.590	0.672	0.001	0.029	0.027	0.008	0.025
Total	0.660	4.11	3.561	0.008	0.31	0.179	0.124	0.168
Daily Emissions (pounds/day)								
Peak Daily	23.4	67.4	34.5	0.117	20.1	2.1	10.5	1.9
Threshold	75	100	550	150	150		55	
Above Threshold?	No	No	No	No	No		No	

**Notes:**

ROG = reactive organic gases

CO = carbon monoxide

NO<sub>x</sub> = oxides of nitrogen

PM<sub>10</sub> = particulate matter 10 microns or less in diameter

PM<sub>2.5</sub> = fine particulate matter 2.5 microns or less in diameter

SO<sub>2</sub> = sulfur dioxide

*Source: CalEEMod modeling results are provided in Appendix B.*

Operational criteria air pollutant emissions would be generated by fossil-fueled equipment and motor vehicles, building energy use, and an on-site refueling pump. Most of the Proposed Project's operational emissions were estimated using default assumptions in CalEEMod version 2016.3.2. Mobile-source emissions were estimated by adjusting the trip rate to 618 daily trips, with 53 percent of the trips from worker commute trips. The non-uniformed worker trip length was set to 6.9 miles and the patrol worker trip length was set to 37.4 miles based on an estimated 2,500 miles per month for patrol workers. The default trip length was used for all other workers. Vehicle idling emissions were estimated by assuming that two



worker vehicles would be idling 24 hours per day. The idling emission factors were taken from the EMFAC 2014 emissions model to be consistent with CalEEMod emission factors for a “light-duty truck 1” vehicle class. The emergency generator was assumed to be 670 horsepower (hp) and operate for 100 hours per year for testing. The refueling pump station emissions were estimated assuming a 153,000-gallon annual throughput and emission factors from the California Air Pollution Control Officers Association’s (CAPCOA’s) *Gasoline Service Station Industrywide Risk Assessment Guidelines* (1997) for a Phase II vapor recovery system with vents. The Proposed Project’s criteria air pollutant emissions during operations are shown in **Table 3.3-4**.

**Table 3.3-4. Criteria Pollutant Emissions during Operations**

Operational Source	Operational Emissions (tons/year)							
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>
Area	0.1969	3.00E-05	3.60E-03			1.00E-05		1.00E-05
Energy Use	2.74E-03	0.025	0.0209	1.50E-04	--	1.89E-03	--	1.89E-03
Mobile	0.2852	1.4	5.2073	2.21E-02	1.8711	0.0157	0.5015	0.0146
Vehicle Idling	0.0155	0.0224	0.0499	--	--	4.91E-05	--	0.0014
Refueling Pump	0.1165							
Emergency Generator	3.20E-03	0.014	0.1186	2.60E-04		4.30E-04		4.30E-04
<b>Total</b>	<b>0.62</b>	<b>1.46</b>	<b>5.40</b>	<b>0.02</b>	<b>1.87</b>	<b>1.81E-02</b>	<b>0.50</b>	<b>0.02</b>
Daily Emissions (pounds/day)								
<b>Peak Daily Emissions</b>	3.51	8.24	34.22	0.13	10.48	0.11	2.81	0.11
<b>Threshold</b>	55	55	550	150	150		55	
<b>Above Threshold?</b>	No	No	No	No	No		No	

**Notes:**

CO = carbon monoxide

NO<sub>x</sub> = oxides of nitrogen

PM<sub>10</sub> = particulate matter 10 microns or less in diameter

PM<sub>2.5</sub> = fine particulate matter 2.5 microns or less in diameter

ROG = reactive organic gases

SO<sub>2</sub> = sulfur dioxide

“—” = no emissions or no emissions calculated as de minimis.

Source: CalEEMod modeling results and other refueling and idling modeling results are provided in Appendix B.

As shown in Table 3.3-1, the Project site is in a region that is designated in non-attainment for ozone, lead, PM<sub>10</sub>, and PM<sub>2.5</sub>. It is assumed that projects that conform to the applicable General Plans and do not have mass emissions exceeding the screening level significance thresholds would not create a cumulatively considerable net increase in emissions. The operational mass emissions are significantly lower than the mass emission screening level significance thresholds. The construction mass emissions are also lower than the mass emission screening level significance thresholds. The Proposed Project would comply with the SCAQMD’s Rule 403, Fugitive Dust, which would minimize particulate matter emissions

1 during the Project's construction. Therefore, the Proposed Project would have a **less-than-**  
2 **significant** impact.

3 **c. Expose sensitive receptors to substantial pollutant concentrations—**  
4 ***Less than Significant***

5 ***Construction***

6 During Project construction, diesel particulate matter (DPM) and gasoline fuel combustion  
7 emissions that are classified as TACs could be emitted from construction equipment. The  
8 construction period for the CHP Area Office facilities is short in duration (18 months). Due to  
9 the variable nature of construction activity, the generation of TAC emissions in most cases  
10 would be temporary, especially considering the short amount of time such equipment is  
11 typically operating within an influential distance that would result in the exposure of  
12 sensitive receptors to substantial concentrations. Chronic and cancer-related health effects  
13 estimated over short periods are uncertain. Cancer potency factors are based on animal  
14 lifetime studies or worker studies with long-term exposure to the carcinogenic agent. There  
15 is considerable uncertainty in trying to evaluate the cancer risk from exposure that would  
16 last only a small fraction of a lifetime. Some studies indicate that the dose rate may change  
17 the potency of a given dose of a carcinogenic chemical. In other words, a dose delivered over  
18 a short period may have a different potency than the same dose delivered over a lifetime  
19 (California Office of Environmental Health Hazard Assessment [OEHHA] 2015). Furthermore,  
20 construction impacts are most severe adjacent to the construction area and decrease rapidly  
21 with increasing distance.

22 Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at a  
23 distance of approximately 500 feet (CARB 2005).

24 Given the short duration of construction, the fact that TAC concentrations would be quickly  
25 reduced away from the active construction site, and the uncertainties in modeling such  
26 emissions, the Proposed Project's effect on nearby sensitive receptors due to construction-  
27 related air pollutant emissions would be **less than significant**.

28 ***Operation***

29 During Proposed Project operations, DPM could be emitted from the diesel-powered  
30 emergency generators. In addition, various gasoline-related TACs would be emitted by the  
31 refueling pump station and vehicles idling in the parking lots. TACs could include such  
32 chemicals as DPM, benzene, toluene, ethylbenzene, 1,3-butadiene, acrolein, and xylenes.

33 Residential sensitive receptors are present in the Project area. To evaluate the impacts of  
34 DPM and TACs on nearby sensitive receptors, a screening-level quantitative health risk  
35 assessment (HRA) was conducted consistent with OEHHA guidance (OEHHA 2015) for  
36 determining local community risks and hazards. The HRA evaluated the Proposed Project's  
37 emissions associated with testing of the diesel-powered emergency generator, refueling  
38 pump station, and vehicle idling. Detailed information on the methodology and data used to  
39 conduct the HRA is described in **Appendix C**. The screening-level HRA involved estimating  
40 emissions of DPM and TACs, then conducting screening-level air dispersion modeling to  
41 estimate ambient air concentrations at various distances from the source. Once the ambient

1 air concentrations were determined, these were combined with exposure parameters and  
2 toxicity information to determine health impacts. **Table 3.3-5** shows the results of the HRA  
3 for the Proposed Project.

4 Health impacts resulting from emissions at the proposed CHP Baldwin Park Area Office would  
5 be less than the significance threshold of 10 in a million excess cancer risks, below the chronic  
6 hazard index (HI) of less than 1, and below the acute HI of less than 1 at all sensitive receptor  
7 locations near the Project site. The HRA analysis indicates that operational sources will be  
8 below the significance thresholds for health impacts (Appendix C). Therefore, operational  
9 impacts to sensitive receptors would be **less than significant**.

10 For the overall impact of the Proposed Project's construction and operational impacts, this  
11 impact would be **less than significant**.

1 **Table 3.3-5.** Results of Air Quality Health Risk Assessment for the Proposed Project

Emission Source	Resident	Daycare	Preschool	Elementary School	Middle School	High School	Medical Child	Medical Adult	Recreation Child	Recreation Adult	Senior Center
<b>Cancer Risk</b>											
Emergency Generator Large	6.42E-08	6.79E-09	8.15E-10	3.70E-09	8.34E-10	6.08E-10	4.43E-09	1.18E-10	1.50E-08	8.00E-09	3.18E-09
Vehicle Idling	9.25E-07	4.67E-09	5.60E-10	1.67E-08	6.35E-10	5.30E-10	6.65E-09	1.77E-10	9.95E-08	5.30E-08	2.26E-09
Truck Idling	1.86E-07	9.42E-10	1.13E-10	3.37E-09	1.28E-10	1.07E-10	1.34E-09	3.56E-11	2.01E-08	1.07E-08	4.56E-10
Refueling-Loading	1.73E-08	2.63E-10	3.24E-11	7.09E-10	3.71E-11	3.06E-11	4.47E-10	1.19E-11	3.46E-09	1.84E-09	1.37E-10
Refueling-Breathing	2.18E-09	3.32E-11	4.09E-12	8.95E-11	4.68E-12	3.86E-12	5.64E-11	1.50E-12	4.37E-10	2.32E-10	1.72E-11
Refueling-Refueling	3.63E-08	5.78E-10	7.12E-11	1.50E-09	8.15E-11	6.72E-11	9.44E-10	2.51E-11	7.28E-09	3.87E-09	3.00E-10
Refueling-Spillage	1.14E-07	1.84E-09	2.27E-10	4.69E-09	2.60E-10	2.14E-10	2.97E-09	7.91E-11	2.28E-08	1.21E-08	9.57E-10
Total	1.34E-06	1.51E-08	1.82E-09	3.08E-08	1.98E-09	1.56E-09	1.68E-08	4.48E-10	1.69E-07	8.98E-08	7.31E-09
<b>Chronic Hazard Index</b>											
Emergency Generator Large	1.40E-05	4.27E-06	4.38E-06	8.28E-06	4.60E-06	5.03E-06	5.40E-06	5.40E-06	1.15E-05	1.15E-05	4.59E-06
Vehicle Idling	2.53E-03	3.69E-05	3.78E-05	4.70E-04	4.40E-05	5.51E-05	1.02E-04	1.02E-04	9.60E-04	9.60E-04	4.09E-05
Truck Idling	4.06E-05	5.92E-07	6.06E-07	7.54E-06	7.06E-07	8.84E-07	1.63E-06	1.63E-06	1.54E-05	1.54E-05	6.57E-07
Refueling-Loading	6.92E-05	3.03E-06	3.19E-06	2.91E-05	3.75E-06	4.64E-06	9.97E-06	9.97E-06	4.87E-05	4.87E-05	3.61E-06
Refueling-Breathing	8.73E-06	3.83E-07	4.03E-07	3.68E-06	4.73E-07	5.86E-07	1.26E-06	1.26E-06	6.15E-06	6.15E-06	4.56E-07
Refueling-Refueling	1.45E-04	6.67E-06	7.02E-06	6.14E-05	8.24E-06	1.02E-05	2.11E-05	2.11E-05	1.02E-04	1.02E-04	7.94E-06
Refueling-Spillage	4.36E-04	2.04E-05	2.15E-05	1.85E-04	2.52E-05	3.11E-05	6.37E-05	6.37E-05	3.08E-04	3.08E-04	2.43E-05
Total	3.25E-03	7.22E-05	7.48E-05	7.65E-04	8.69E-05	1.08E-04	2.05E-04	2.05E-04	1.45E-03	1.45E-03	8.25E-05
<b>Acute hazard Index</b>											
Emergency Generator Large	5.13E-04	1.56E-04	1.60E-04	3.03E-04	1.68E-04	1.84E-04	1.98E-04	1.98E-04	4.23E-04	4.23E-04	1.68E-04
Vehicle Idling	3.06E-03	4.46E-05	4.56E-05	5.68E-04	5.31E-05	6.65E-05	1.23E-04	1.23E-04	1.16E-03	1.16E-03	4.95E-05
Truck Idling	9.75E-03	1.42E-04	1.45E-04	1.81E-03	1.69E-04	2.12E-04	3.91E-04	3.91E-04	3.70E-03	3.70E-03	1.58E-04

Emission Source	Resident	Daycare	Preschool	Elementary School	Middle School	High School	Medical Child	Medical Adult	Recreation Child	Recreation Adult	Senior Center
Refueling-Loading	7.68E-05	3.37E-06	3.55E-06	3.24E-05	4.16E-06	5.16E-06	1.11E-05	1.11E-05	5.41E-05	5.41E-05	4.01E-06
Refueling-Breathing	9.70E-06	4.25E-07	4.48E-07	4.09E-06	5.26E-07	6.51E-07	1.40E-06	1.40E-06	6.83E-06	6.83E-06	5.07E-07
Refueling-Refueling	1.62E-04	7.41E-06	7.80E-06	6.82E-05	9.15E-06	1.13E-05	2.34E-05	2.34E-05	1.14E-04	1.14E-04	8.83E-06
Refueling-Spillage	4.47E-04	2.09E-05	2.20E-05	1.90E-04	2.58E-05	3.19E-05	6.53E-05	6.53E-05	3.16E-04	3.16E-04	2.49E-05
Total	1.40E-02	3.75E-04	3.85E-04	2.98E-03	4.31E-04	5.12E-04	8.13E-04	8.13E-04	5.77E-03	5.77E-03	4.13E-04

1       **d. Result in other emissions (such as those leading to odors) adversely**  
2       **affecting a substantial number of people—*Less than Significant***

3       Diesel exhaust from construction activities may temporarily generate odors while  
4       construction of the Proposed Project is underway. In addition, odors from decaying matter  
5       could occur during construction activities when the soil is disturbed given agricultural  
6       activities that have occurred at the Project site in the past, including row crops and orchards.  
7       Once construction activities have been completed, these odors would cease. Operational  
8       activities would also generate odors, mainly associated with gasoline and diesel fuel and  
9       exhaust and other oils and lubricants used for automobile repair; these odors would be short  
10      lived and would occur intermittently. Odors from gasoline refueling would be minimized with  
11      the use of required vapor recovery systems. Vehicle idling at the site would be minimized to  
12      the extent feasible and so would not be likely to cause odor issues for nearby sensitive  
13      receptors. Based on observations of odorous evidence at another CHP facility visited by the  
14      document authors in March 2015, odors from evidence would not be detectable outside of the  
15      evidence storage area. Impacts related to potential generation of objectionable odors are thus  
16      expected to be **less than significant**.

## 1 3.4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. 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 CDFW or USFWS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state HCP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.4.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

##### **Endangered Species Act**

The Endangered Species Act (ESA) (16 U.S. Code [USC] § 1531 et seq.; 50 Code of Federal Regulations [CFR] Parts 17 and 222) provides for conservation of species that are endangered or threatened throughout all or a substantial portion of their range, as well as protection of the habitats on which they depend. The U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) share responsibility for implementing the ESA. In general, USFWS manages terrestrial and freshwater species, whereas NMFS manages marine and anadromous species.

Section 9 of the ESA and its implementing regulations prohibit the “take” of any fish or wildlife species listed under the ESA as endangered or threatened, unless otherwise authorized by federal regulations. The ESA defines the term “take” to mean “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct” (16 USC § 1532). Section 7 of the ESA (16 USC § 1531 et seq.) outlines the procedures for federal interagency cooperation to conserve federally listed species and designated critical habitats. Section 10(a)(1)(B) of the ESA provides a process by which nonfederal entities may obtain an incidental take permit from USFWS or NMFS for otherwise lawful activities that incidentally may result in “take” of endangered or threatened species, subject to specific conditions. A habitat conservation plan (HCP) must accompany an application for an incidental take permit.

##### **Migratory Bird Treaty Act**

The Migratory Bird Treaty Act (MBTA) (16 USC Sections 703–712; 50 CFR Subchapter B) makes it unlawful to pursue, hunt, take, capture, kill, or possess any migratory birds, or part, nests, or eggs of such migratory birds, that are listed in wildlife protection treaties between the United States and Canada, Mexico, Japan, and Russia. The MBTA applies to almost all avian species that are native to California. The MBTA prohibits the take of such species, including the removal of nests, eggs, and feathers. It requires that all federal agencies consult with USFWS on activities or proposed activities authorized, funded, or undertaken by that agency that may adversely affect migratory birds.

The Migratory Bird Treaty Reform Act amends the MBTA so that nonnative birds or birds that have been introduced by humans to the United States or its territories are excluded from protection under the MBTA.

Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds, directs each federal agency taking actions that have or may have adverse impacts on migratory bird populations to work with USFWS to develop a memorandum of understanding to promote the conservation of migratory bird populations.

##### **Bald and Golden Eagle Protection Act**

The Bald and Golden Eagle Protection Act (16 USC § 668; 50 CFR Part 22) prohibits take of bald and golden eagles and their occupied and unoccupied nests. Under this act, the term



“take” is defined as to “pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb” (16 USC § 668c). USFWS administers the Bald and Golden Eagle Protection Act.

#### **Clean Water Act**

Section 404 of the Clean Water Act (CWA) regulates the discharge of dredged and fill materials into waters of the U.S., which include all navigable waters, their tributaries, and some isolated waters, as well as some wetlands adjacent to the aforementioned waters (33 CFR § 328.3). Areas typically not considered to be jurisdictional waters include non-tidal drainage and irrigation ditches excavated on dry land, artificially irrigated areas, artificial lakes or ponds used for irrigation or stock watering, small artificial waterbodies such as swimming pools, vernal pools, and water-filled depressions (33 CFR Part 328). Areas meeting the regulatory definition of waters of the U.S. are subject to the jurisdiction of U.S. Army Corps of Engineers (USACE) under the provisions of CWA Section 404. Construction activities involving placement of fill into jurisdictional waters of the U.S. are regulated by USACE through permit requirements. No USACE permit is effective in the absence of state water quality certification pursuant to Section 401 of CWA.

Section 401 of the CWA requires an evaluation of water quality when a proposed activity requiring a federal license or permit could result in a discharge to waters of the U.S. In California, the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) issue water quality certifications. Each RWQCB is responsible for implementing Section 401 in compliance with the CWA and its water quality control plan (also known as a Basin Plan). Applicants for a federal license or permit to conduct activities that may result in the discharge to waters of the U.S. (including wetlands or vernal pools) must also obtain a Section 401 water quality certification to ensure that any such discharge will comply with the applicable provisions of the CWA.

### ***State Laws, Regulations, and Policies***

#### **California Fish and Game Code**

The California Fish and Game Code (CF&G Code) includes various statutes that protect biological resources, including the Native Plant Protection Act of 1977 (NPPA) and the California Endangered Species Act (CESA). The NPPA (CF&G Code subsection (§§) 1900-1913) authorizes the Fish and Game Commission to designate plants as endangered or rare and prohibits take of any such plants, except as authorized in limited circumstances.

CESA (CF&G Code §§ 2050–2098) prohibits state agencies from approving a project that would jeopardize the continued existence of a species listed under CESA as endangered or threatened. Section 2080 of the California Fish and Game Code prohibits the take of any species that is state listed as endangered or threatened, or designated as a candidate for such listing. California Department of Fish and Wildlife (CDFW) may issue an incidental take permit authorizing the take of listed and candidate species if that take is incidental to an otherwise lawful activity, subject to specified conditions.

CF&G Code §§ 3503 and 3513 protect native and migratory birds, including their active or inactive nests and eggs, from all forms of take. In addition, §§ 3511, 4700, 5050, and 5515 identify species that are fully protected from all forms of take. Section 3511 lists fully

protected birds, §5515 lists fully protected fish, §4700 lists fully protected mammals, and §5050 lists fully protected amphibians.

### **Porter-Cologne Water Quality Control Act**

The Porter-Cologne Water Quality Control Act designates the SWRCB and RWQCBs as the state agencies with primary responsibility for water quality control in California and mandates them to address actions that can affect the quality of waters of the state. “Waters of the State” are defined as all surface water or groundwater within the boundaries of the state, including “isolated” waters and wetlands. Section 13263 of the Porter-Cologne Water Quality Control Act authorizes the RWQCB to regulate discharges of waste and fill material to waters of the State through the issuance of waste discharge requirements or waivers thereof. Refer to Section 3.10, “Hydrology and Water Quality,” for additional information about the Porter-Cologne Water Quality Control Act.

### ***Local Laws, Regulations, and Policies***

Development activities on state-owned land are exempt from local laws, regulations, and policies. However, such laws, regulations, and policies may apply to development activities not located on the Project site (e.g., connections to infrastructure within the public right-of-way). Local laws, regulations, and policies applicable to the Project are listed in Appendix A.

## **3.4.2 Environmental Setting**

The Project site is located in unincorporated Los Angeles County on land owned by CPP. It is biogeographically located in the East San Gabriel Valley. The East San Gabriel Valley is bounded by the San Gabriel Mountains to the north, the Chino and San Jose Hills to the east, the San Rafael Hills to the west, and the Puente Hills to the south (Los Angeles County 2019). The Project site is located north and south of the East San Gabriel Valley Significant Ecological Area (SEA) (see **Figure 3.4-1**). Puddingstone Reservoir, a 250-acre man-made lake, is located approximately 1.4 miles northeast of the Project site.

A reconnaissance-level biological site assessment was conducted by a biologist on November 1, 2018. The purpose of this assessment was to characterize existing conditions and assess the Project site’s potential to support special-status species.

The Project site is located on an approximately 6-acre undeveloped, agricultural area in the northwest corner of South Campus Drive and East Campus Drive, in the northeast corner of the CPP campus. The Project site is relatively isolated from areas of natural vegetation by freeways, surface streets, and academic and commercial development. To the north, the Project site is directly bounded by a CPP agricultural lot used for cattle grazing. Beyond the agricultural lot to the north is East Campus Drive, bordered to the north by a vegetated strip of trees and shrubs, and then the Santa Monica Freeway (Interstate 10). Further north, northwest and northeast of the Project site are existing and adopted East San Gabriel Valley SEAs (see **Figure 3.4-1**). The southern portion of the Project site is a vegetated strip of non-native grasses with London plane (*Platanus x acerifolia*) trees and directly south of that is South Campus Drive. Farther south are San Jose Creek (a concrete-lined drainage channel outside of the Project site) (see **Figure 3.4-2**) and single-family homes, and then farther southeast is another unit of the East San Gabriel Valley SEA. To the east of the Project site is East Campus Drive, a vegetated strip of trees and shrubs, and then State Route 57. To the west

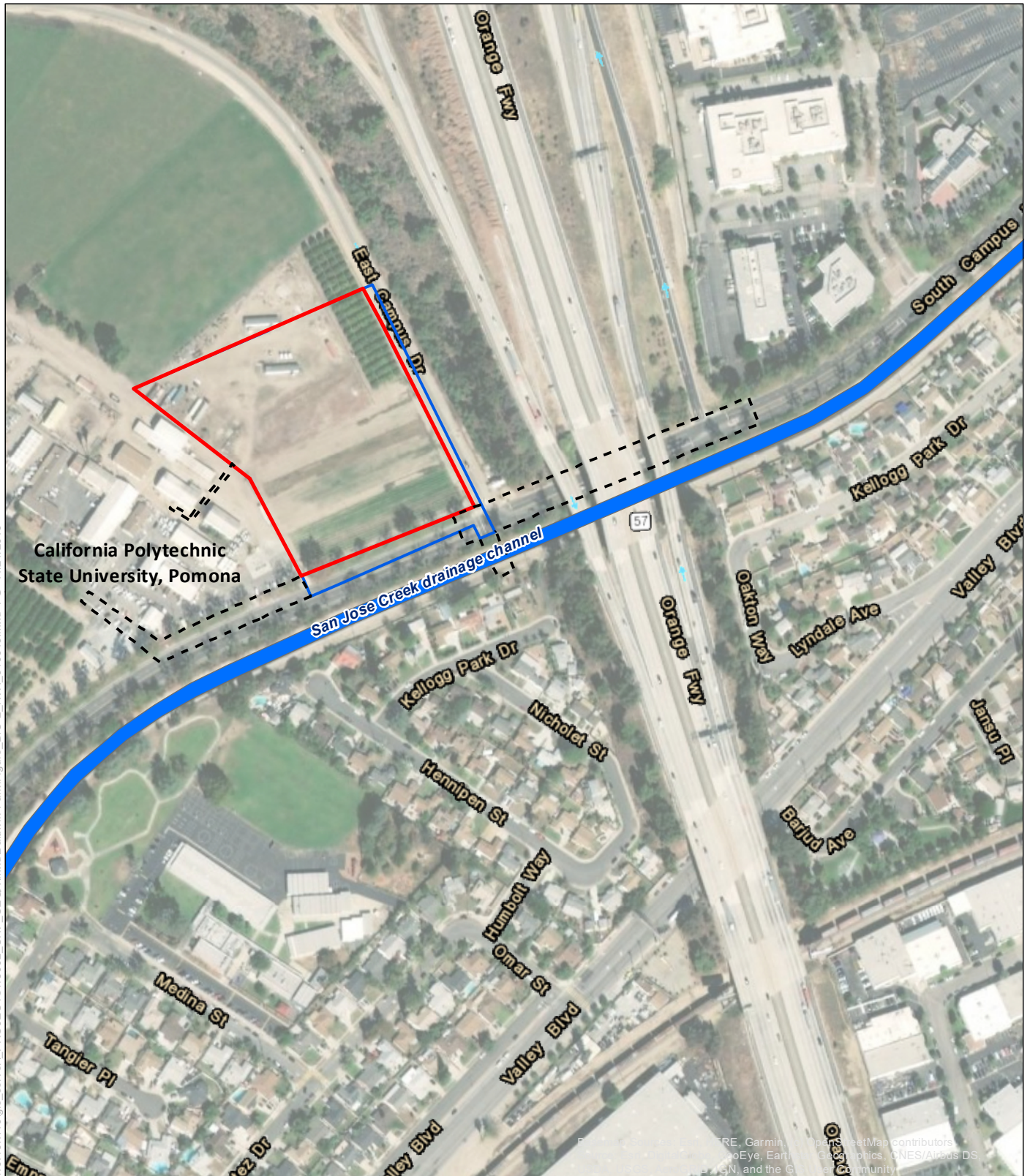
1 of the Project site are CPP's facilities, including the Facilities Management buildings and CPP's  
2 Rose Float Laboratory.

3 The average elevation of the Project site is approximately 737 feet above mean sea level and  
4 topography is generally flat. The Project site generally drains southeast and sheet-flows off  
5 site to city streets, and appears to drain directly into the San Jose Creek drainage channel  
6 (south of South Campus Drive) (Avocet 2018). Stormwater infrastructure and drainage is  
7 discussed in Section 3.10, "Hydrology and Water Quality."





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Prepared by:



Prepared for:  
California Highway Patrol

- Project Site
- Potential Road Improvements
- Potential Location of Utility Connections

Riverine  
Source: USFWS 2018

**Figure BIO-2**  
**Wetland Features near Project Site**

**Baldwin Park Office Replacement Project**  
**Initial Study/Mitigated Negative Declaration**

The Project site is a disturbed area with agricultural plots (i.e., row crops and orange groves) on the respective southern and eastern boundaries. The northern portion of the site is used as an equipment storage area. Four vacant trailers, a conex box (i.e., shipping container), grain silos, a shed, dirt, gravel and mulch piles, pipes and other materials and debris are also located on the northern side of the property. The south side of the Project site contains a non-native vegetated strip with London Plane trees. A small orange orchard is located on the northeastern side of the Project site along East Campus Drive. Directly east of East Campus Drive is a vegetated strip of trees (dominated by *Eucalyptus* sp.) and shrubs; road improvements near this area would occur within the existing roadway (East Campus Drive). Farther to the east, where utilities associated with the project would extend from the Project site and connect with the City of Pomona's existing utilities, the ground is sloped as it traverses under State Route 57 and contains shrubs and ruderal vegetation. On the east side of State Route 57, the ground is flat and contains a non-native vegetated strip and London plane trees. Utilities associated with the project that would traverse west out of the project site would likely be located in the non-native vegetated strip that contains London plane trees. Non-native vegetation on the Project site includes dwarf nettle (*Urtica urens*), Amaranth (*Amaranthus* sp.), black nightshade (*Solanum nigrum*), Prickly Russian thistle (*Salsola tragus*), Bermuda grass (*Cynodon dactylon*), spiny sowthistle (*Sonchus asper*), and cheeseweed mallow (*Malva parviflora*). Ornamental sunflower (*Helianthus annuus*) was observed growing near the agricultural area and may have been a residual crop. One native perennial herb, jimsonweed (*Datura wrightii*), was observed in the northern portion of the Project site. No native vegetation communities occur on the Project site.

The various existing structures and orange orchard on the Project site provide suitable habitat for some nesting birds and roosting bats. The London plane trees that border South Campus Drive to the north within the project site, the Eucalyptus trees and shrubs located on the east side of East Campus Drive (outside of the Project site), and the London Plane trees and shrubs located along South Campus Drive in the potential utility extension and connection areas also provide suitable nesting habitat for birds, including raptors. Species that were observed during the Project site reconnaissance survey included western kingbird (*Tyrannus verticalis*), black phoebe (*Sayornis nigricans*), yellow-rumped warbler (*Setophaga coronata*), Cooper's hawk (*Accipiter cooperii*), house finch (*Haemorrhous mexicanus*), killdeer (*Charadrius vociferous*), and white-crowned sparrow (*Zonotrichia leucophrys*).

During the Project site reconnaissance, burrow complexes indicative of moles, likely the broad-footed mole (*Scapanus latimanus*), were observed in the agricultural portion of the site, near the row crops. Small rodent burrows were also observed underneath the conex box. No large mammal burrows were observed, or any sign of burrowing owl (*Athene cunicularia*). One desert cottontail (*Sylvilagus audubonii*) was observed underneath one of the vacant trailers, and desert cottontail scat was observed throughout the Project site. One western fence lizard (*Sceloporus occidentalis*) was observed on a pipe in the storage area of the Project site.

No USFWS-designated Critical Habitat is located within the Project site; however, Critical Habitat for the California coastal gnatcatcher (*Polioptila californica californica*) is located approximately 0.3 mile directly north, northeast, and northwest of the Project site in the East San Gabriel Valley SEA.

San Jose Creek, a channelized concrete-lined drainage channel, is located approximately 130 feet south of the Project site beyond South Campus Drive, and it is a tributary to the San Gabriel River.

### ***Special-status Species***

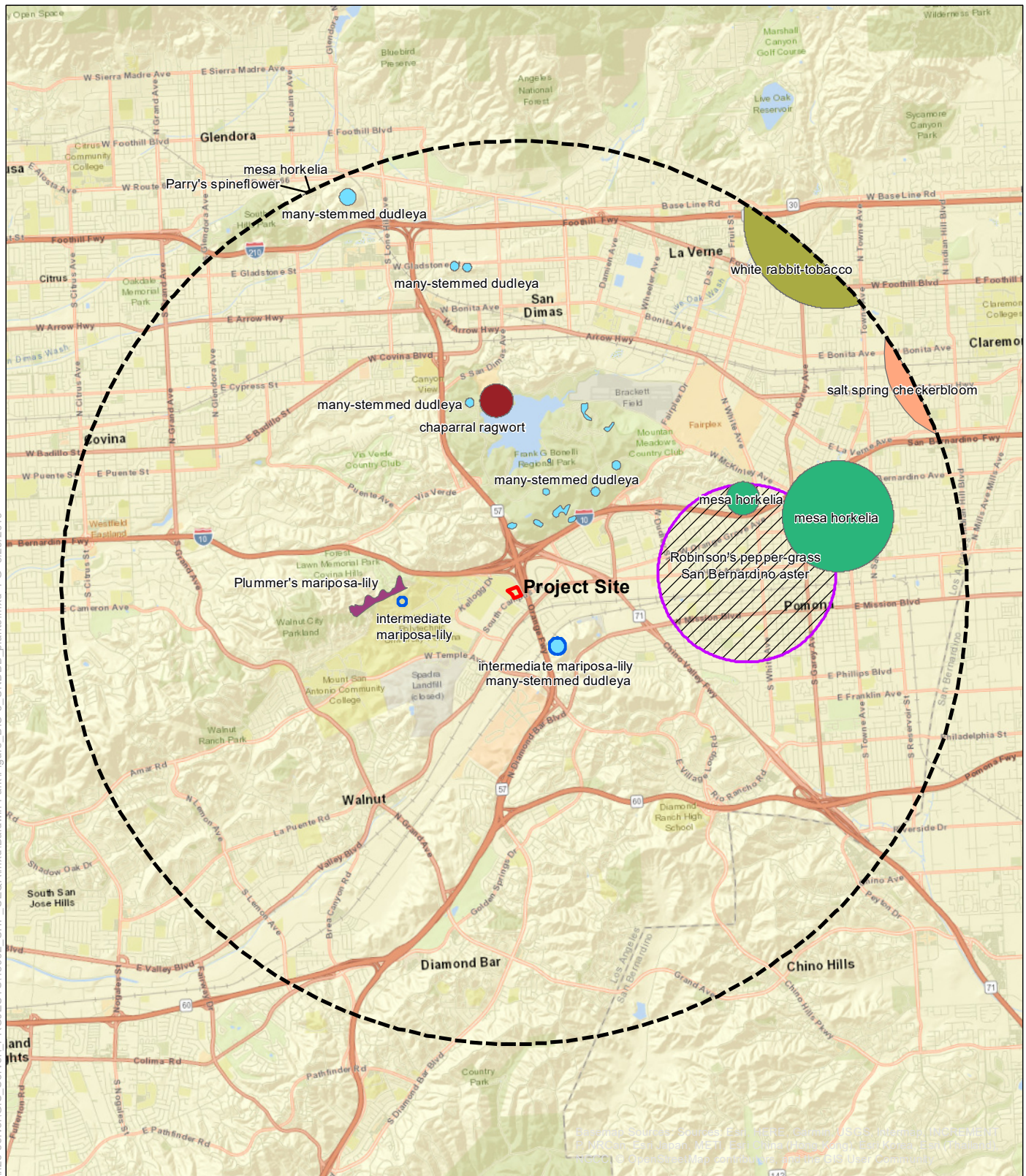
For the purposes of this assessment, special-status species are those that are listed as rare, species of concern, candidate, threatened, or endangered by USFWS or the CDFW. Special-status plant and animal species with the potential to occur in the Project site were identified through a review of the following resources:

- USFWS Information for Planning and Consultation Report (IPAC Report) (USFWS 2018a),
- California Natural Diversity Database (CNDDDB) queries for the nine U.S. Geological Survey (USGS) 7.5-minute quadrangles containing and surrounding the Project site: Mt. Baldy, Baldwin Park, Azusa, San Dimas, Ontario, La Habra, Yorba Linda, Prado Dam and Glendora (CDFW 2018),
- California Native Plant Society's (CNPS's) Inventory of Rare and Endangered Plants of California query for the nine USGS 7.5-minute quadrangles containing and surrounding the Project site (CNPS 2018), and
- eBird.org (eBird 2018).

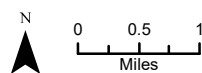
The USFWS IPAC Report, CNDDDB and CNPS queries as well as a list of special-status species and their potential to occur within the Project site is provided in **Appendix D**, Table D-1. **Figure 3.4-3** and **Figure 3.4-4** also provide locations of CNDDDB occurrence records within a 5-mile radius of the Project site. **Figure 3.4-5** shows the location of Critical Habitat within 5 miles of the Project site. Figure 3.4-2 shows nearby water features. The potential for special-status species to occur in areas affected by the Project was evaluated according to the following criteria:

- **None:** indicates that the area contains a complete lack of suitable habitat, the local range for the species is restricted, and/or the species is extirpated in this region.
- **Not Expected:** indicates situations where suitable habitat or key habitat elements may be present but may be of poor quality or isolated from the nearest extant occurrences. Habitat suitability refers to factors such as elevation, soil chemistry and type, vegetation communities, microhabitats, and degraded/substantially altered habitats.
- **Possible:** indicates the presence of suitable habitat or key habitat elements that potentially support the species.
- **Present:** indicates that either the target species was observed directly or its presence was confirmed by diagnostic signs during field investigations or in previous studies in the area.





Prepared by:



Prepared for:  
California Highway Patrol

Project Site

Five Mile Buffer

**Special-status Plants**

Parry's spineflower

Plummer's mariposa-lily

Robinson's pepper-grass

San Bernardino aster

chaparral ragwort

intermediate mariposa-lily

many-stemmed dudleya

mesa horkelia

salt spring checkerbloom

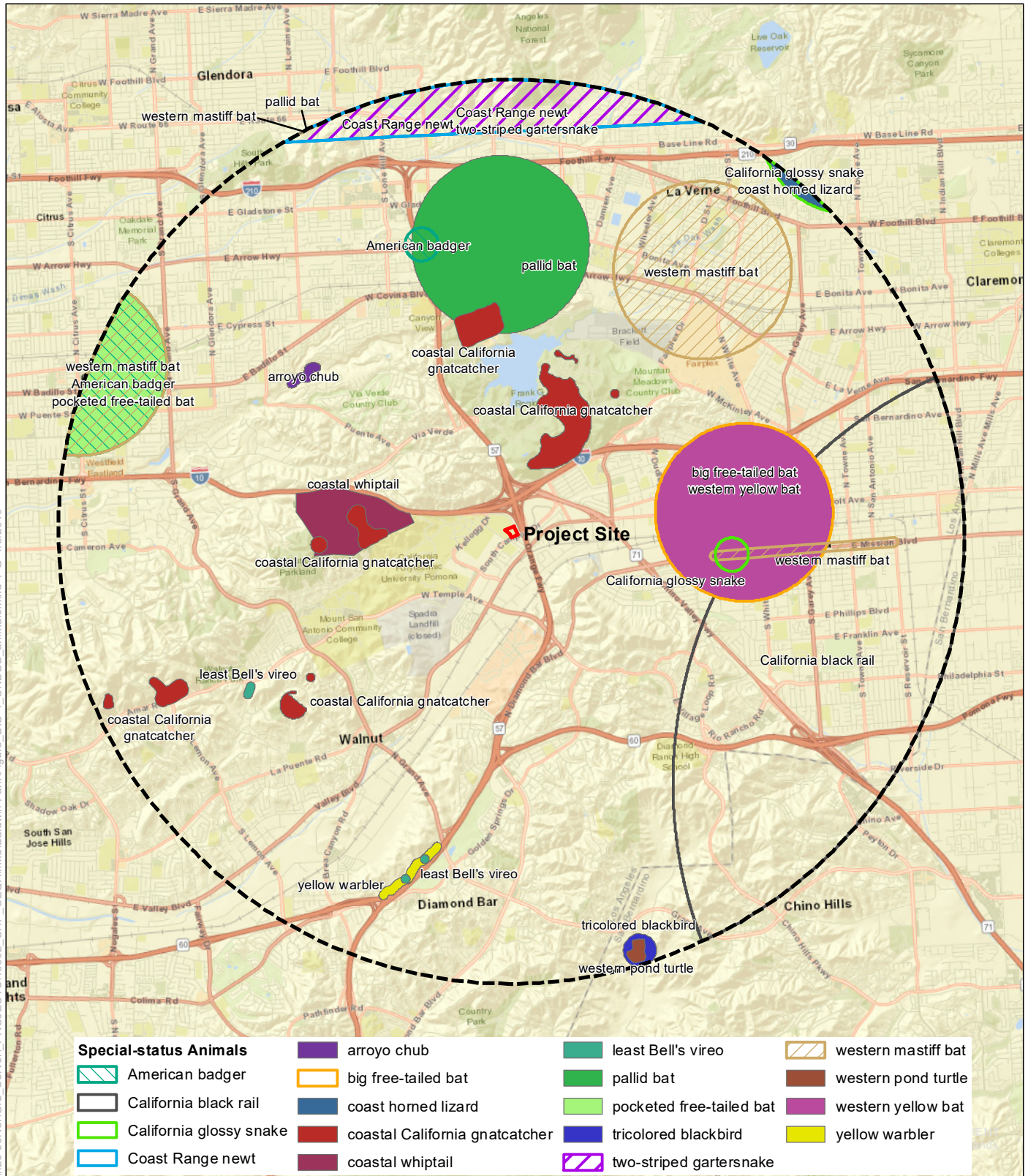
white rabbit-tobacco

**Figure 3.4-3**

**CNDB Occurrences of  
Special-status Plants within  
5 miles of the Project Site**

**Baldwin Park Office Replacement Project  
Initial Study/Mitigated Negative Declaration**





Prepared by:



Project Site

Five Mile Buffer



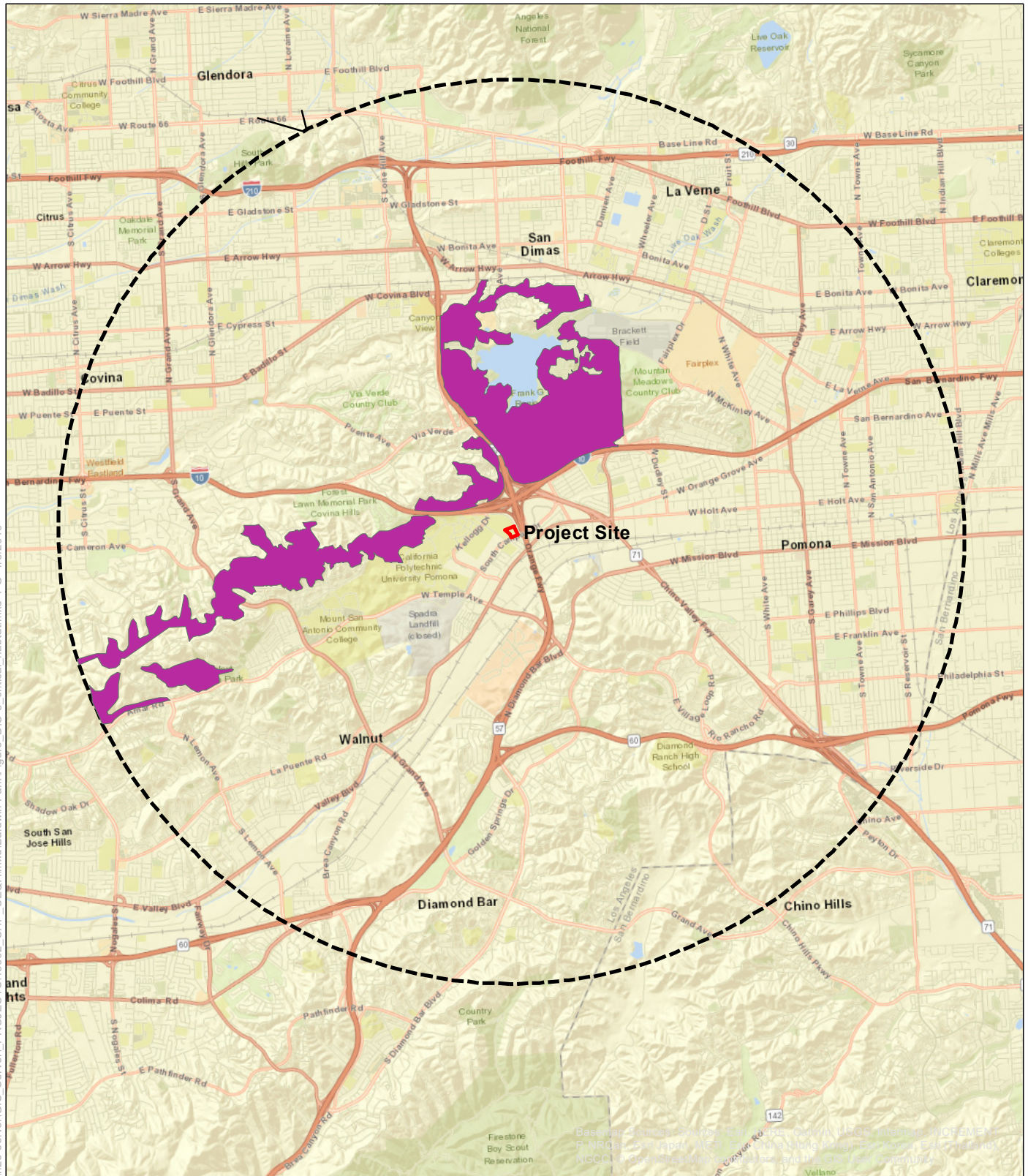
0 0.5 1  
Miles

Prepared for:  
California Highway Patrol

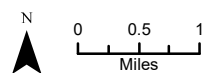
**Figure 3.4-4**  
**CNDDB Occurrences of**  
**Special-status Animals within**  
**5 miles of the Project Site**

**Baldwin Park Office Replacement Project**  
**Initial Study/Mitigated Negative Declaration**





Prepared by:



Prepared for:  
California Highway Patrol

- Project Site
- Five Mile Buffer
- Critical Habitat**
- Coastal California gnatcatcher

Source: USFWS 2018

**Figure 3.4-5**  
**Critical Habitat within**  
**5 miles of the Project Site**

**Baldwin Park Office Replacement Project**  
**Initial Study/Mitigated Negative Declaration**

### 3.4.3 Discussion of Checklist Responses

#### a. Substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species—*Less than Significant with Mitigation*

##### ***Special-status Plant Species***

Based on searches of the CNDDDB, USFWS Information for Planning and Consultation Report, and the CNPS Inventory of Rare and Endangered Plants, 66 sensitive plant species were identified as historically occurring within 5 miles of the Project site or with potential to occur in the Project site vicinity (CDFW 2018, USFWS 2018a, CNPS 2018). Of these, none of the plant species have a potential to occur on the Project site or within the utility connection and road improvement areas due to the lack of suitable habitat and ongoing agricultural disturbance (see Appendix D, Table D-1). The Project site and utility connection and road improvement areas are not within Critical Habitat for any plant species.

No special-status plant species were observed by the biologist during the reconnaissance-level site visit; however, a CDFW protocol-level rare plant survey was not conducted over the Project site or in the utility connection and road improvement areas. The Project site lacks native vegetation communities and contains actively managed row crops, an orange orchard, a row of London plane trees, and disturbed ground used for equipment storage. The Proposed Project's construction activities would likely require removal of the London plane trees within the Project site and utility connection areas; however, these trees are a non-native species and were planted for landscaping purposes. Ruderal/disturbed vegetation is present in some areas within the Project site and also in the utility connection/extension corridor to the east and west of the project, and consists mainly of non-native plants. The Proposed Project's construction may require removal of this vegetation as well. Road improvements associated with the project would occur within paved areas and would not impact vegetation. Due to the active agricultural areas (row crops and orchard), the disturbed area used for storage, areas with ruderal vegetation, and the paved areas, the Project site and utility connection and road improvement areas do not support suitable habitat for special-status plant species. Therefore, no impacts to special-status plants would occur as a result of Project implementation.

##### ***Special-status Wildlife Species***

Fifty-three special-status wildlife species were identified in database searches associated with the Project: six amphibians, 10 reptiles, 22 birds, 11 mammals, and four fish species (CDFW 2018, USFWS 2018a); these species are documented in Appendix D, Table D-1, including their potential for occurrence in the vicinity of the Project site. Of these 53 species, one species, a Cooper's hawk (*Accipiter cooperii*), was present during the biological survey and nine wildlife species have potential to occur within the vicinity of the Project site due to the presence of suitable or marginally suitable habitat. The Project site and utility connection and road improvement areas are not within areas designated as Critical Habitat for any wildlife species; Critical Habitat exists for the Coastal California gnatcatcher (*Poliioptila californica californica*) approximately 0.3 mile north, northeast, northwest, and west of the Project site and associated utility connection and road improvement areas.

No focused or protocol-level wildlife surveys were conducted at the Project site or within the utility connection and road improvement areas.

### ***Special-status Amphibians and Reptiles***

No suitable habitat exists on the Project site or within the utility connection and road improvement areas for the six species of special-status amphibians and 10 species of reptiles (listed in Appendix D) identified through the database searches as having potential to occur in the Project area. The Project would have a less-than-significant impact on special-status amphibian and reptile species.

### ***Special-status Birds***

Of the 22 special-status bird species with potential to occur in the Project area (listed in Appendix D), one species (Cooper's hawk) was observed flying over the Project site and is considered present. Cooper's hawk would not be expected to utilize the orange orchard for nesting, but could nest in the London planes trees located in the southern portion of the Project site and also in the utility corridor to the west and east of the Project site, or in the eucalyptus trees east of the site (east side of East Campus Drive). Additionally, many medium-sized birds that occur around and in the Project site provide a prey base for this species. No CNDDB occurrence records of Cooper's hawks exist within 5 miles of the Project area.

Marginal foraging and nesting habitat for burrowing owl exists underneath the trailers, conex box, open-ended pipes, and open areas within the storage area at the Project site; burrowing owls (*Athene cunicularia*) typically prefer more open and vacant areas for foraging and would be expected to utilize the SEAs located 0.3 mile north and northeast of the Project site in preference to the Project site. One of the small rodent burrows observed at the base of the conex box could potentially be used by a burrowing owl; however, no evidence (e.g., feathers, cast pellets, prey remains, excrement) of this species was observed. No CNDDB occurrence records of burrowing owls exist within 5 miles of the Project site vicinity.

Marginal foraging habitat also exists for white-tailed kite (*Elanus leucurus*) within the agricultural and open areas of the Project site; however, foraging habitat within the Project site is limited. White-tailed kite prefers larger, more open areas and would not be expected to use the Project site for foraging as more preferred suitable foraging habitat exists in the agricultural field used for grazing directly north of the Project site, and also at the East San Gabriel Valley SEAs located north and south of the site. White-tailed kite would also not be expected to nest in the orange orchard or trees within or nearby the Project site (London plane and eucalyptus) due to the close proximity to the freeways and other human disturbances.

Suitable foraging and/or nesting habitat does not exist within the Project site or utility connection and road improvement areas for the coastal California gnatcatcher. Although not expected, this species could fly over the Project area while traversing from the northern to southern East San Gabriel Valley SEAs.

Most native migratory birds and active nest sites are protected under MBTA; active bird nests are protected by CF&G Code § 3503; and raptor nests are protected under CF&G Code § 3503.5. The London plane trees located in the southern portion of the Project site and also in the utility corridors to the west and east of the site, and the eucalyptus trees located east



of the Project site (east of East Campus Drive) have potential to be used by nesting raptor species, such as Cooper's hawk, as well as by other nesting birds, such as the house finch. London Plane trees will be removed as a result of the Proposed Project's construction activities. No clearing of the eucalyptus trees or pruning/trimming them as a result of the Project is anticipated; however, noise and disturbance associated with construction of the Project could adversely affect nesting birds in adjacent areas to the point that it results in nest abandonment and/or failure. The orange orchard trees and shrubs located in the utility connection area to the east could also provide suitable nesting habitat for migratory birds. A portion of the orange orchard and shrubs would be removed as part of the Project. Additionally, migratory birds could utilize the existing vacant trailers and other materials slated for removal/demolition in the equipment storage area of the Project site for nesting. Removal of the London Plane trees, shrubs, and a portion of the orchard, as well as removal/demolition of the trailers and equipment storage area materials, could potentially harm or kill nesting birds and their young. Impacts on an active nest of a protected bird species during construction or operation would violate protections under the MBTA and CF&G Code, and such an impact would be considered significant. With implementation of **Mitigation Measure BIO-1 (Conduct Preconstruction Surveys for Nesting Birds and Implement Non-disturbance Buffer Areas)**, the Project would avoid impacts on nesting birds by identifying and avoiding direct and indirect impacts to occupied nests.

The construction and operation of the radio tower are not anticipated to create a collision hazard to birds in flight and night-migrating birds that are protected under the MBTA. The risk of bird collisions with towers is related to tower height, design, lighting, and location relative to migratory bird concentration areas (USFWS 2016). The Project radio tower would be less than 200 feet tall (approximately 148 feet tall) and would not include guy wires or lighting, features that are typically associated with a minimized level of collision risk (USFWS 2016). Additionally, the Project site is located in an existing urbanized area that is not within or directly adjacent to high quality or known important bird nesting areas. Therefore, potential impacts from the radio tower construction and operation on protected migratory birds would be less than significant.

**Mitigation Measure BIO-1. Conduct Preconstruction Surveys for Nesting Birds and Implement Non-disturbance Buffer Areas.**

To the extent feasible, all vegetation removal shall occur between September 1 and January 14, which is outside the bird/raptor nesting season, to avoid potential impacts on nesting birds. If construction activities (including staging and vegetation removal) will occur during the nesting season (January 15 through August 31), the Project proponent shall retain a qualified wildlife biologist to conduct focused surveys for active bird nests on the Project site and also within the utility connection and road improvement areas no more than 7 days before initiation of construction activities. The surveys should also encompass a 250-foot buffer (where it is feasible) around the Project site and utility connection and road improvement areas. If no work occurs for a period of 5 days during the nesting season, surveys must be performed before work within 250 feet of suitable nesting substrate is resumed. If the survey indicates that no active nests are present, no further mitigation shall be required.

If an active bird or raptor nest is located during the preconstruction surveys, a qualified biologist shall establish appropriate species-specific non-disturbance buffer zones in consultation with USFWS and/or CDFW. No Project activity shall commence

1 within the non-disturbance buffer until the qualified biologist confirms that the nest  
2 is no longer active.

### 3 ***Special-status Mammals***

4 Eleven special-status mammal species, including five special-status bats, were identified in  
5 database searches as historically occurring within 5 miles of the Project site vicinity (CDFW  
6 2018). As discussed in Appendix D, Table D-1, no suitable habitat exists on the Project site or  
7 within the utility connection and road improvement areas for these five bat species. Habitat  
8 conditions on the Project site provide marginal to suitable foraging habitat for the pallid bat  
9 (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), western yellow bat  
10 (*Lasiurus xanthinus*), pocketed-free tailed bat (*Nyctinomops femorosaccus*), and big-free  
11 tailed bat (*Nyctinomops macrotis*). Additionally, the existing vacant structures on the Project  
12 site (conex box, trailers, shed) provide marginal to suitable roosting habitat for all of these  
13 species. No bat species would be expected to utilize the utility connection or road  
14 improvement areas for foraging or nesting.

15 No bats or their sign (e.g., guano) were observed on the Project site during the reconnaissance  
16 survey; however, focused bat surveys have not been conducted for this potential roosting  
17 habitat. As such, the utilization of the existing structures on the Project site as roosting habitat  
18 cannot be ruled out. Demolition and/or removal of existing structures containing occupied  
19 roosts of special-status bats would be a significant impact. However, implementation of  
20 **Mitigation Measure BIO-2a (Perform Preconstruction Bat Survey)** and, if necessary,  
21 **Mitigation Measures BIO-2b (Avoid and Minimize Impacts on Bats Roosting in**  
22 **Structures)** and **BIO-2c (Prepare Bat Roost Compensation Plan and Provide**  
23 **Replacement Roosts for Roosts That Cannot Be Avoided)** would reduce impacts to bats  
24 by identifying the location of bat roosts and implementing protection measures to avoid,  
25 minimize, and provide replacement roosts, if needed. Therefore, the impact of the Project on  
26 special-status bats would be less than significant with mitigation.

27 Project operations (other than those related to the radio tower discussed above) such as  
28 occasional alarm tests, security lighting, operations of the auto shop, periodic testing of the  
29 emergency generator, and daily human activity at the facility are not expected to cause a  
30 substantial impact on special-status wildlife or other protected birds, because the Project site  
31 and associated utility connection and road improvement areas are located near a high-  
32 disturbance area near roadways and CPP with existing noise, lighting, and visual  
33 disturbances. Potential impacts from Project operation on special-status wildlife species and  
34 other protected birds would be less than significant and no mitigation would be necessary.

### 35 **Mitigation Measure BIO-2a. Perform Preconstruction Bat Survey**

36 The Project proponent shall retain a qualified bat biologist to conduct a  
37 preconstruction survey within 60 days prior to construction to assess potential bat  
38 habitat that would be disturbed during construction. The survey will consist of a  
39 daytime pedestrian survey to inspect for indications of bat use (e.g., occupancy,  
40 guano, staining, smells, or sounds) and a night roost/emergence survey. If the bat  
41 biologist determines that any of the vacant structures are occupied by special-status  
42 bats, or are likely to be used as bat maternity roosts, and may be affected by  
43 construction, then the Project proponent shall implement Mitigation Measure BIO-2b  
44 and, if necessary, Mitigation Measure BIO-2c.

**Mitigation Measure BIO-2b. Avoid and Minimize Impacts on Bats Roosting in Structures**

The Project proponent shall avoid impacts during construction and operation on all occupied bat roosts at the Project site to the greatest extent feasible. If roosts must be removed, demolition or removal of structures shall be preceded by either humane eviction, phased dismantling, and/or deterrent methods to prevent direct mortality of non-volant (not yet able to fly) young during maternity season, or adults and juveniles during winter months when in torpor. A plan detailing the methods and specifications for partial dismantling and/or deterrent measures for each structure, specific to the bat species observed during the preconstruction surveys, will be prepared by a qualified bat biologist. The plan will be submitted to CDFW for approval prior to implementation.

Humane bat eviction and/or partial dismantling of occupied buildings shall be conducted during seasonal periods of bat activity, which are typically between March 1 (or after evening temperatures rise above 45°F and/or no more than ½ inch of rainfall within 24 hours occurs) and April 15, or between August 31 and October 15 (or before evening temperatures fall below 45°F and/or more than ½ inch of rainfall within 24 hours occurs) (Wildlife Research and Associates 2015).

If roosts are identified that cannot be avoided or it is determined that construction activities or site development may cause roost abandonment, the Project proponent shall implement Mitigation Measure BIO-2c.

**Mitigation Measure BIO-2c. Prepare Bat Roost Compensation Plan and Provide Replacement Roosts for Roosts That Cannot Be Avoided**

If bat roosts cannot be avoided or if it is determined that construction activities or Project site development may cause roost abandonment, the Project proponent shall refrain from such activities until roost sites have been replaced.

For replacement of roost sites established in the existing vacant structures, the Project proponent shall retain a qualified bat biologist to develop a Bat Roost Compensation Plan that addresses the use of the vacant structures, identifies appropriate compensation measures commensurate with the size of the colony, and provides for no net loss in roosting areas for the bats.

***Special-status Aquatic Wildlife Species***

No suitable habitat for the special-status aquatic species identified in the database searches is present on, or directly adjacent to, the Project site or utility connection and road improvement areas. All of these species are dependent upon aquatic habitat that does not occur on or adjacent to the Project site and utility connection and road improvement areas. The nearest aquatic habitat is approximately 60 feet south of the utility connection and road improvement areas in the San Jose Creek drainage channel. This drainage is not expected to contain suitable habitat for any of the aforementioned aquatic wildlife species and would not be affected by the Project. Therefore, the Project would have no impact on special-status fish.

## ***Conclusion***

As described above, the Project would have no impact on special-status fish and aquatic wildlife and a less-than-significant impact on special-status amphibians and reptiles. Impacts on nesting birds would be reduced to a less-than-significant level with implementation of Mitigation Measure BIO-1, requiring the Project proponent to identify and avoid direct and indirect impacts on occupied nests. Special-status bat species have the potential to be affected by construction activities that could remove structures in which they roost or cause roost abandonment; Mitigation Measures BIO-2a, BIO-2b, and BIO-2c provide a process for the Project proponent to avoid, minimize, and compensate for any impacts on the special-status bat species. Overall, the impact on special-status species would be **less than significant with mitigation**.

### **b. Substantial adverse effect on any riparian habitat or other sensitive natural community—*No Impact***

No riparian habitat or sensitive natural communities occur on or immediately adjacent to the Project site, or the utility connection and road improvement areas. The closest sensitive natural community is the East San Gabriel Valley SEA which occurs approximately 0.3 mile north and northeast, and 0.6 mile southeast of the Project site and utility connection and road improvement areas. A portion of the SEA is separated from the Project site and utility connection and road improvement areas by the Santa Monica Freeway (Interstate 10), and another portion of the SEA is separated from the Project site and utility connection and road improvement areas by the State Route 57. **No impact** on riparian habitat or other sensitive natural community would occur as part of the Project.

### **c. Substantial adverse effects on state or federally protected wetlands—*No Impact***

A search of the USFWS National Wetlands Inventory (USFWS 2019) and on the California EcoAtlas (California Wetlands Monitoring Workgroup 2019) revealed no state or federally protected wetlands on the Project site or within the utility connection and road improvement areas, and no potential wetland features or waters of the U.S. were observed on the Project site or within the utility connection and road improvement areas during the November 1, 2018, reconnaissance site visit. The San Jose Creek drainage channel (see Figure 3.4-2) is located approximately 60 feet south of the utility connection and road improvement areas. The San Jose Creek drainage channel is separated from the utility connection and road improvement areas by South Campus Drive and a vegetated strip of trees and shrubs on the south side of South Campus Drive. Although utility connections and road improvements will occur close to, or within, South Campus Drive, construction activities will not affect the San Jose Creek drainage channel. It is unlikely that sediment or pollutant (e.g., oil) runoff as a result of construction ground disturbance and equipment operations would reach the drainage. Nevertheless, CHP would be required to comply with permit conditions including best management practices (BMPs) to avoid and minimize any impacts as a result of sediment or pollutant run-off to jurisdictional waters. As discussed in Section 3.10, "Hydrology and Water Quality," a stormwater pollution prevention plan (SWPPP) would be implemented, as required under the National Pollutant Discharge Elimination System (NPDES) permitting process, to prevent discharges of sediment and other construction-related pollutants to surface waters. Because the Project site and utility connection and road improvement areas



do not support any state or federally protected wetlands, and no impact on the San Jose Creek drainage channel would occur, the Project would result in **no impact** on state or federally protected wetlands.

**d. Substantial interference with wildlife movement, established wildlife corridors, or the use of native wildlife nursery sites—*Less than Significant with Mitigation***

The Project site and associated utility connection and road improvement areas are located south, southeast, and north of the East San Gabriel Valley SEAs (see Figure 3.4-1). Because this SEA contains a series of discontinuous habitat blocks and patches rather than an unbroken corridor for movement, it facilitates movement and exchange between larger habitat areas by permitting terrestrial “island-hopping” between the SEA components (Los Angeles County 2014). The Project site and utility connection and road improvement areas, however, provide only marginal habitat value for wildlife movement (primarily aerial species) and are not considered established wildlife corridors. The Project site is on a parcel composed of non-native, disturbed vegetation, disturbed ground, agricultural row crops, vacant structures and materials, and an orange orchard. No riparian or other naturally vegetated corridors, aquatic features (e.g., wetlands or ponds), or drainages occur on the Project site. Utility connections and road improvements would occur within the vegetated strip of non-native grasses and trees, within pavement on the CPP campus, and within South Campus Road; construction activities associated with the utility connections and road improvements would not interfere with any wildlife movement or established wildlife corridors. Wildlife migration is obstructed by South Campus Drive, Interstate 10, and State Route 57.

Implementation of the Project would not interfere substantially with the movement of any native resident or migratory wildlife species because the Project site and utility connection and road improvement areas support limited to no value as wildlife movement corridors. The Project site could provide an important connection between a northern and southern portion of the East San Gabriel Valley SEA for the coastal California gnatcatcher; however, this species would only be expected to fly over the Project site and would not utilize it for foraging or nesting habitat. Additionally, the coastal California gnatcatcher could fly over the utility connection and road improvement areas, but would not use these areas for foraging or nesting due to lack of suitable habitat. Construction activities and operations are not expected to interfere with the ability of this species to fly over the site. The Project site and utility connection and road improvement areas do not provide important connections for any other special-status species or any areas of natural habitat that would otherwise be isolated, nor do they occur along any established wildlife migration routes. Therefore, the Project would not interfere with the movement of any native or migratory wildlife species.

Nesting birds could potentially use the orange trees on the Project site, or the London Plane trees and shrubs within the project areas, including the utility connection and road improvement areas for nesting. If birds nest within the Project site or utility connection and road improvement areas, the site and utility connection and road improvement areas could be considered native wildlife nurseries. As discussed above in Section 3.1.3(a), Mitigation Measure BIO-1 would ensure that preconstruction surveys are conducted for nesting birds and buffers are implemented if necessary to avoid potential impacts on nesting birds. In addition, the existing vacant structures on the Project site provide marginal habitat for

nursery sites for bats. If bats use the vacant structures on the site to raise their young, the Project site could be considered a native wildlife nursery site for bats. As discussed above in Section 3.1.3(a), Mitigation Measures BIO-2a, BIO-2b, and BIO-2c would ensure that impacts on special-status bats would be less than significant. Overall, the impact of the Project on wildlife corridors and nurseries would be **less than significant with mitigation**.

**e. Conflict with local policies or ordinances protecting biological resources—*No Impact***

The Project would not conflict with the County of Los Angeles' Conservation and Natural Resources Element in the Los Angeles County General Plan (2015) or the City of Pomona's Conservation Element in the City of Pomona's General Plan (2014). Additionally, there are no tree removal ordinances or other local ordinances or policies protecting biological resources that are applicable to the project. Mitigation Measures BIO-1, BIO-2a, BIO-2b, and BIO-2c would be implemented as described above in Section 3.1.3(a), which would eliminate any potential for conflict with requirements of the County's Conservation and Natural Resources Element or the City's Conservation Element. Therefore, implementation of the Project would result in **no impact** arising from conflicts with local ordinances and policies protecting biological resources.

**f. Conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state HCP—*No Impact***

No adopted regional HCPs or natural community conservation plans (NCCPs) exist for the Project site or utility connection and road improvement areas (USFWS 2018b). The Project site and utility connection and road improvement areas are not located within a planning area for such a plan, nor are they under the jurisdiction of an adopted HCP or a NCCP. Therefore, implementation of the Project would not conflict with the provisions of any adopted HCP, NCCP, or any other approved local, regional, or state HCP, and there would be no impact.

## 3.5 Cultural Resources

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 3.5.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

The Proposed Project does not require any federal permits, and it is not located on federal lands; therefore, federal laws do not apply to the Proposed Project. The following laws are provided for context only.

#### **National Historic Preservation Act**

Projects that require federal permits, receive federal funding, or are located on federal lands must comply with 54 USC 306108, formally and more commonly known as Section 106 of the National Historic Preservation Act (NHPA). To comply with Section 106, a federal agency must “take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places [NRHP].” The implementing regulations for Section 106 are found in 36 CFR Part 800, as amended.

The implementing regulations of the NHPA require that cultural resources be evaluated for NRHP eligibility if they cannot be avoided by an undertaking or project. To determine if a site, district, structure, object, and/or building is significant, the NRHP Criteria for Evaluation are applied. A resource is significant and considered a historic property when it:

- Is associated with events that have made a significant contribution to the broad patterns of our history; or
- Is associated with the lives of persons significant in our past; or
- Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that

represents a significant and distinguishable entity whose components may lack individual distinction; or

- Yields, or may be likely to yield, information important in prehistory or history.

In addition, 36 CFR § 60.4 requires that, to be considered significant and historic, resources must also exhibit the quality of significance in American history, architecture, archaeology, engineering, or culture and must possess integrity of location, design, setting, materials, workmanship, feeling, and association.

Other “criteria considerations” need to be applied to religious properties, properties that are less than 50 years old, a resource no longer situated in its original location, a birthplace or grave of a historical figure, a cemetery, a reconstructed building, and commemorative properties. These types of properties are typically not eligible for NRHP inclusion unless the criteria for evaluation and criteria considerations are met.

For archaeological sites evaluated under criterion D, “integrity” requires that the site remain sufficiently intact to convey the expected information to address specific important research questions.

Traditional Cultural Properties (TCPs) are locations of cultural value that are historic properties. A place of cultural value is eligible as a TCP “because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community’s history, and (b) are important in maintaining the continuing cultural identity of the community” (Parker and King 1990, rev. 1998). A TCP must be a tangible property, meaning that it must be a place with a referenced location, and it must have been continually a part of the community’s cultural practices and beliefs for the past 50 years or more.

## ***State Laws, Regulations, and Policies***

### **CEQA and CEQA Guidelines**

Section 21083.2 of CEQA requires that the lead agency determine whether a project may have a significant effect on unique archaeological resources. A unique archaeological resource is defined in CEQA as an archaeological artifact, object, or site about which it can be clearly demonstrated that there is a high probability that it:

- Contains information needed to answer important scientific research questions, and there is demonstrable public interest in that information;
- Has a special or particular quality, such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Although not specifically inclusive of paleontological resources, these criteria may also help to define “a unique paleontological resource or site” (which are further discussed in Section 3.7, “Geology”).

Measures to avoid, conserve, preserve, or mitigate significant effects on these resources are also provided under CEQA § 21083.2.

Section 15064.5 of the CEQA Guidelines notes that “a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” Substantial adverse changes include physical changes to the historic resource or to its immediate surroundings, such that the significance of the historic resource would be materially impaired. Lead agencies are expected to identify potentially feasible measures to mitigate significant adverse changes in the significance of a historic resource before they approve such projects. Historical resources are those that are:

- listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) (Pub. Res. Code § 5024.1[k]);
- included in a local register of historic resources (Pub. Res. Code § 5020.1) or identified as significant in an historic resource survey meeting the requirements of Pub. Res. Code § 5024.1(g); or
- determined by a lead agency to be historically significant.

CEQA Guidelines § 15064.5 also prescribes the processes and procedures found under Health and Safety Code § 7050.5 and Pub. Res. Code § 5097.95 for addressing the existence of, or probable likelihood of, Native American human remains, as well as the unexpected discovery of any human remains within the project site. This includes consultation with the appropriate Native American tribes.

CEQA Guidelines § 15126.4 provides further guidance about minimizing effects to historical resources through the application of mitigation measures. Mitigation measures must be legally binding and fully enforceable.

### **California Register of Historical Resources**

Pub. Res. Code § 5024.1 establishes the CRHR. The register lists all California properties considered to be significant historical resources. The CRHR includes all properties listed as or determined to be eligible for listing in the NRHP, including properties evaluated under Section 106 of the NHPA. The criteria for listing are similar to those of the NRHP. Criteria for listing in the CRHR include resources that:

- i. Are associated with the events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ii. Are associated with the lives of persons important in our past;
- iii. Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values; or
- iv. Have yielded, or may be likely to yield, information important in prehistory or history.

The regulations set forth the criteria for eligibility as well as guidelines for assessing historical integrity and resources that have special considerations.

## 3.5.2 Environmental Setting

### *Prehistory*

Nearly a century of archaeological research in the Los Angeles County region has established human occupation during the Early Holocene as early as 9000 B.C., or more. These data are from the northern Channel Islands, but work at San Clemente and Santa Catalina islands also reflects great antiquity at 6500 to 6000 B.C. and establishes a rich and elaborate maritime tradition by this early date (Byrd and Raab 2010). Similarly, early sites have also been identified on the mainland near the coast (c.f., Altschul et al. 2007). Overall, research in the interior has demonstrated that settlement and resource exploitation was very diverse and related to local environmental conditions. Generally, however, the prehistory of the mainland in the Project vicinity can be expressed as four different phases of cultural progression during the Pleistocene, Early Holocene, Middle Holocene, Late Holocene, as summarized below. The following is extrapolated from Byrd and Raab (2010).

#### **Pleistocene (Pre-9600 B.C.)**

Little evidence of human occupation has been found in the Los Angeles Basin during the last phases of the Pleistocene. The Paleo-Indians of this time appear to be concentrated in areas where large Pleistocene lakes, such as Panamint and Searles lakes, were ideal for hunting large game. When the Pleistocene lakes began to dry up at the end of this period, populations moved west into Los Angeles County and the coastal zone to take advantage of a more diverse range of plant and animal species.

#### **Early Holocene (9600 cal. B.C. to 5600 cal. B.C.)**

The new inhabitants of the Project area turned to the exploitation of plant resources as important staples within their diet, in addition to small animals. On the coast, shellfish and fish, were important foods.

#### **Middle Holocene (5600 B.C. to 1650 B.C.)**

The importance of seeds and other vegetal resources is evident early during this period, as the use of millingstones becomes prevalent in the archaeological record; hence the period is often referred to as the Millingstone Horizon. Small game gains in importance over large game at this time. Populations appear to become more sedentary, both inland and along the coast. Regional environmental variations reflect local adaptations to the Middle Holocene, when the climate was somewhat drier and warmer than today (West et al. 2007:20). In some cases, this caused the abandonment of some estuarine habitats in favor of river valley locations late in the period.

#### **Late Holocene (1650 cal. B.C. to cal. A.D. 1769)**

Resource intensification continued throughout the Late Holocene, particularly in the early stages, as the regional population focused on smaller animals and a more diverse range of plants. This pattern is seen on the coast, as well as inland. Around A.D. 500, the bow and arrow were introduced to the region; this was about the same time that the Gabrielino moved into the area, likely pushing out ancestral Chumash peoples. Settlement patterns shifted from small semi-permanent villages, to large permanent residential communities surrounded by

smaller residential encampments. Beyond these there existed seasonal camps for the exploitation of specialized resources.

### **Ethnography**

The Project area is in the ethnographic territory of the Gabrielino, who inhabited the San Fernando Valley and the Los Angeles Basin, including much of present-day Orange County, when the Spanish first arrived in the region. They also occupied the off-coast islands of San Nicolas, Santa Barbara, Santa Catalina, and San Clemente. Because the population was quickly conscripted by the Spanish missionaries, little detail has been recorded about the Gabrielino lifeways prior to the mission period. However, they have been described as the “wealthiest, most populous and most powerful ethnic nationality in aboriginal southern California, their influence spreading as far north as the San Joaquin [Valley] Yokuts, as far east as the Colorado River, and south into Baja California” (Bean and Smith 1978). Only the Chumash, their neighbors directly to the north, held a similar status.

Settlement pattern studies for the mainland Gabrielino have found that the primary Gabrielino villages were inland along the rivers and major streams within their territory, especially at the interface of the mountains and foothills, and in the prairie that flanks the mountains. Secondary habitation or camp sites were also abundant in these areas. Important resources in these locations included small animals and deer, acorns and pine nuts, and a variety of plants. Also available in the prairie were yucca and cactus, and waterfowl in the adjacent marshlands (Bean and Smith 1978).

The Gabrielino relied heavily on ocean resources, as well. Although no primary villages were located on the coast from San Pedro south to Newport Bay, the area was important for the acquiring shellfish, harvesting kelp, and the taking of fish such as tuna, swordfish, and sharks. Primary villages were scattered along the coast from San Pedro north to Topanga Canyon, where marine resources such as fish, shellfish, sea mammals, and water fowl were important foodstuffs (Bean and Smith 1978).

### **History**

The Spanish arrived in Southern California in 1769, where they established a mission in modern-day San Diego. During this same year, Gaspar de Portola explored north to the area of Monterey Bay in search of sites for new missions, passing near to the location where the Mission San Gabriel Arcangel would be founded two years later, on September 8, 1771 (Kyle et al. 2002). The mission was established near the Rio Hondo, about 17 miles west of the Project site.

The Spanish quickly established themselves in the region and conscripted the local Native American population to work at the missions and numerous pueblos that were settled in the late 1700s to support the missions. The small valley that contains the Project site was used to raise cattle for the Mission San Gabriel Arcangel. In 1837, during the Mexican era and after secularization of the missions, the land around modern-day Pomona was granted to Ygnacio Palomares and Ricardo Vejar as Rancho San Jose. Several of the original adobes constructed by Palomares, Vejar, or their associates remain preserved within the City of Pomona (Kyle et al. 2002).

The first American settlement in the Project area was at Spadra. Located less than a mile south of the Project site, a stage station was built on an emigrant road in the 1850s. The Spadra cemetery is all that is left of the small community that existed in the late 1800s (Kyle et al. 2002).

CPP was originally a southern extension of California Polytechnic School in San Luis Obispo, established in 1938 at a site previously occupied by the Voorhis School for Boys in San Dimas. The school initially focused on agriculturally-related majors: agriculture inspection, fruit production, and ornamental horticulture. After closing for three years during World War II (1943–1945), the school re-opened in 1946 (CPP 2011).

The Project site was once part of the Kellogg Ranch. The ranch was established by the breakfast cereal magnate as his winter home and as a fulfillment of his dream to raise Arabian horses. The W.K. Kellogg Foundation donated the 812-acre Kellogg Ranch to the university, which includes the current Project site, in 1949 (Cal Poly Alumni Association 2018). However, buildings on the new campus were not completed until the late 1950s, and the Voorhis campus continued to be used until it was sold in the 1970s (CPP 2011). Today the university supports a wide variety of majors and has a population of nearly 26,000 students (CPP 2018).

### ***Cultural Resources Studies***

Cultural resources include prehistoric archaeological sites; historic-era archaeological sites; tribal cultural resources (TCRs); and historic buildings, structures, landscapes, districts, and linear features. TCRs are addressed in Section 3.18, “Tribal Cultural Resources.”

### **Archival Search**

A records search was conducted by the South Central Coastal Information Center of the California Historical Resources Information System at California State University, Fullerton. The purpose of the record search was to identify the presence of any previously recorded cultural resources within the project site, and to determine whether any portions of the project site had been surveyed for cultural resources. The records search (Records Search File No.: 19567.5513) indicated that the Project area had not previously been surveyed for cultural resources, but that six surveys had occurred within ¼-mile radius of the property. No cultural resources have been recorded within ¼ mile of the Project site. The records search results are available in **Appendix E**.

A review of historic topographic maps and aerial photographs was conducted as part of the Phase I Environmental Site Assessment of the parcel (Avocet 2018). The earliest topographic map, dating to 1894, shows that the Project site was adjacent to San Jose Wash (now called San Jose Creek), which is an engineered channel directly south of South Campus Drive. The earliest aerial photograph, from 1928, shows the area is undeveloped but possibly cultivated in row crops. A possible residence and agricultural structures exist on present-day Citrus Avenue, and San Jose Creek appears to have been channelized. Little changed in the following decades, but by 1954 the freeway system was under construction and South Campus Drive was defined as a dirt road. By 1966, the current freeway configuration had been established, South Campus Drive and East Campus Drive were present, and the area south of East Campus Drive had been developed. The Project parcel remained in agricultural use through this time, although a small orchard was planted on the east side of the parcel by 1989. Subsequent aerial photographs indicate little change in the condition of the parcel.



## Native American Consultation

An email request was made to the Native American Heritage Commission (NAHC) on September 28, 2018, to review its files for the presence of recorded sacred sites on the Project site. The NAHC responded on October 10, 2018, stating that no significant resources were identified in the Project area as a result of a search of their files. The NAHC also provided a list of six tribes and tribal contacts with a traditional and cultural affiliation with the Project area for notification pursuant to Pub. Res. Code § 21080.3.1 (Assembly Bill 52). Coordination with tribes is described in Section 3.18, "Tribal Cultural Resources." None of the tribes who were contacted requested consultation on the Project.

## Archaeological Survey and Results

An archaeological survey of the Project area was conducted on November 1, 2018, by an archaeologist who meets the U.S. Secretary of the Interior's Professional Standards. As described in Chapter 2, *Project Description*, the Project site is located on undeveloped or agricultural land on the campus of CPP. Systematic pedestrian survey transects were walked at intervals of no greater than 50 feet. The ground visibility was 95 to 100% and the soils were a light brown silt with natural and imported gravels. No archaeological materials were observed during the survey. No permanent structures are on the site, although two vacant trailers and a conex box are present. The Project's utility corridors and roadway improvements areas are developed (paved areas) or areas with ruderal or landscaped vegetation. These areas were also surveyed and no archaeological materials were observed. The archaeological survey is documented in the cultural resources technical report in **Appendix E**.

### 3.5.3 Discussion of Checklist Responses

#### a. Adverse change in the significance of a historical resource—*No Impact*

The vacant trailers and conex box located on the property are temporary structures and are not eligible for listing on the NRHP or CRHR. No historical resources are located within the Project footprint; therefore, there would be **no impact** on historical resources.

Historical resources that are archaeological in nature may be accidentally discovered during Project construction; archaeological resources are discussed further in Section 3.5.3(b) below.

#### b. Adverse change in the significance of an archaeological resource—*Less than Significant with Mitigation*

No archaeological resources were identified during the archaeological survey of the Project area. However, archaeological remains may be buried with no surface manifestation, and the location of the Project site near San Jose Creek increases the potential sensitivity for the presence of buried archaeological remains. Excavation for site preparation and any buried utilities would occur in areas where buildings, structures, and utilities are to be located. Such excavation activities could uncover buried archaeological materials. Prehistoric materials most likely would include obsidian and chert flaked stone tools (e.g., projectile points, knives, and choppers), tool-making debris, or milling equipment such as mortars and pestles.

Historic-era materials that might be uncovered include cut (square) or wire nails, tin cans, glass fragments, or ceramic debris.

If archaeological remains are accidentally discovered that are determined eligible for listing in the NRHP/CRHR, and Proposed Project activities would affect them in a way that would render them ineligible for such listing, a significant impact would result. Should previously undiscovered archaeological resources be found, implementation of **Mitigation Measure CR-1 (Immediately Halt Construction if Cultural Resources are Discovered, Evaluate All Identified Cultural Resources for Eligibility for Inclusion in the NRHP/CRHR, and Implement Appropriate Mitigation Measures for Eligible Resources)** would ensure that impacts on NRHP/CRHR-eligible archaeological sites accidentally uncovered during construction are reduced to a less-than-significant level by immediately halting work if materials are discovered, evaluating the finds for NRHP/CRHR eligibility, and implementing appropriate mitigation measures, as necessary. Implementation of Mitigation Measure CR-1 would reduce impacts related to accidental discovery of significant archaeological resources to a level that is **less than significant with mitigation**.

**Mitigation Measure CR-1: Immediately Halt Construction if Cultural Resources are Discovered, Evaluate All Identified Cultural Resources for Eligibility for Inclusion in the NRHP/CRHR, and Implement Appropriate Mitigation Measures for Eligible Resources.**

If any cultural resources, such as structural features, unusual amounts of bone or shell, flaked or ground stone artifacts, historic-era artifacts, human remains, or architectural remains, are encountered during any project construction activities, work shall be suspended immediately at the location of the find and within a radius of at least 50 feet and the State will be contacted.

All cultural resources accidentally uncovered during construction within the project site shall be evaluated for eligibility for inclusion in the NRHP/CRHR. Resource evaluations will be conducted by individuals who meet the U.S. Secretary of the Interior's professional standards in archaeology, history, or architectural history, as appropriate. For finds that are of Native American concerns, local Native American tribes will be notified, if they have requested notification. If any of the resources meet the eligibility criteria identified in Pub. Res. Code § 5024.1 or CEQA § 21083.2(g), mitigation measures will be developed and implemented in accordance with CEQA Guidelines § 15126.4(b) before construction resumes.

For resources eligible for listing in the CRHR that would be rendered ineligible by the effects of Project construction, additional mitigation measures will be implemented. Mitigation measures for archaeological resources may include (but are not limited to) avoidance; incorporation of sites within parks, greenspace, or other open space; capping the site; deeding the site into a permanent conservation easement; or data recovery excavation. Mitigation measures for archaeological resources shall be developed in consultation with responsible agencies and, as appropriate, interested parties such as Native American tribes. Native American consultation is required if an archaeological site is determined to be a TCR. Implementation of the approved mitigation would be required before resuming any construction activities with potential to affect identified eligible resources at the site.

1       **c. Disturbance of any human remains, including those interred outside of**  
2       **formal cemeteries—*Less than Significant with Mitigation***

3       No evidence of human remains was observed within the Project study area. Human remains  
4       are not known to exist in or near the Project site; however, human remains may be buried  
5       with no surface manifestation. Excavations associated with construction, particularly  
6       trenching, have the potential to uncover such remains, if they are present. Impacts on  
7       accidentally discovered human remains would be considered a significant impact.  
8       Implementation of **Mitigation Measure CR-2 (Immediately Halt Construction if Human**  
9       **Remains are Discovered and Implement Applicable Provisions of the California Health**  
10       **and Safety Code)** would ensure that the Proposed Project would not result in any substantial  
11       adverse effects on human remains uncovered during the course of construction by requiring  
12       that, if human remains are uncovered, work must be halted and the County Coroner must be  
13       contacted. Adherence to these procedures and provisions of the California Health and Safety  
14       Code would reduce potential impacts on human remains to a level that is **less than**  
15       **significant with mitigation.**

16               **Mitigation Measure CR-2: Immediately Halt Construction if Human Remains**  
17               **are Discovered and Implement Applicable Provisions of the California Health**  
18               **and Safety Code.**

19       If human remains are accidentally discovered during the Proposed Project's  
20       construction activities, the requirements of California Health and Human Safety  
21       Code § 7050.5 shall be followed. Potentially damaging excavation shall halt in the  
22       Project site of the remains, with a minimum radius of 100 feet, and the Los Angeles  
23       County Coroner shall be notified. The Coroner is required to examine all discoveries  
24       of human remains within 48 hours of receiving notice of a discovery on private or  
25       State lands (California Health and Safety Code § 7050.5[b]). If the Coroner determines  
26       that the remains are those of a Native American, he or she must contact NAHC by  
27       phone within 24 hours of making that determination (California Health and Safety  
28       Code § 7050[c]). Pursuant to the provisions of Pub. Res. Code § 5097.98, the NAHC  
29       shall identify a most likely descendent (MLD). The MLD designated by the NAHC shall  
30       have at least 48 hours to inspect the site and propose treatment and disposition of  
31       the remains and any associated grave goods. The State shall work with the MLD to  
32       ensure that the remains are removed to a protected location and treated with dignity  
33       and respect. Native American human remains may also be determined to be tribal  
34       cultural resources. The County Coroner will contend with the human remains if they  
35       are not of Native American origin.

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## 3.6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.6.1 Regulatory Setting

This section describes the federal, state, and local regulations related to energy resources. Section 3.8, "Greenhouse Gas Emissions," contains additional discussions of greenhouse gas emissions (GHG)-related regulations that may also be relevant to energy resources.

At the federal level, the USEPA and the National Highway Traffic Safety Administration (NHTSA) have developed regulations to improve the efficiency of cars and light-, medium-, and heavy-duty vehicles. These regulations are discussed in greater detail in Section 3.8. At the state level, several regulations are aimed at improving the efficiency of vehicles as well as reducing the carbon content and energy used in making transportation fuels.

Energy resource-related regulations, policies, and plans at the state level, require the regular analysis of energy data and developing recommendations to reduce statewide energy use, and setting requirements on the use of renewable energy sources. Senate Bill (SB) 1389, passed in 2002, requires the California Energy Commission (CEC) to prepare an Integrated Energy Policy Report for the governor and legislature every 2 years (CEC 2019a). The report analyzes data and provides policy recommendations on trends and issues concerning electricity and natural gas, transportation, energy efficiency, renewable energy, and public interest energy research (CEC 2019a). The 2018 Integrated Energy Policy Report Update includes policy recommendations such as addressing the vulnerability of California's energy infrastructure to extreme events related to climate change, including sea level rise and coastal flooding (CEC 2018a).

In addition, since 2002, California has established a Renewables Portfolio Standard (RPS) program, through multiple senate bills (SB 1078, SB 107, SB X1-2, SB 350, SB 100) and executive orders (S-14-08, B-55-18), that requires increasingly higher targets of electricity retail sales be served by eligible renewable resources. The established eligible renewable source targets include 20 percent of electricity retail sales by 2010; 33 percent of electricity retail sales by 2020; 50 percent by 2030; and 100 percent zero-carbon electricity for the state and statewide carbon neutrality by 2045 (CEC 2019b, CEC 2019c). The state also has several

regulations for building energy efficiency as described in Section 3.8, “Greenhouse Gas Emissions.”

Section 3.8, “Greenhouse Gas Emissions,” provides additional details on California’s 2017 Climate Change Scoping Plan, which details the state’s strategy for achieving the state’s GHG targets, including energy-related goals and policies. It contains measures and actions that may pertain to the Proposed Project relating to vehicle efficiency and transitioning to alternatively powered vehicles (CARB 2017).

The Los Angeles County Community Climate Action Plan, which was incorporated into the Los Angeles County General Plan, includes action goals aimed at reducing local contributions to global climate change (Los Angeles County 2015). These action goals include supporting efforts to reduce GHG emissions, participating in programs related to global climate change, promoting sustainable practices and green technology in development, promoting the research and development of renewable energy technology, and providing incentives for energy-efficient forms of transportation, among others.

## 3.6.2 Environmental Setting

### *Energy Resources and Consumption*

California has extensive energy resources, including an abundant supply of crude oil, high production of conventional hydroelectric power, and leads the nation in electricity generation from renewable resources (solar, geothermal, and biomass resources) (U.S. Energy Information Administration [EIA] 2019). California has the second highest total energy consumption in the United States but one of the lowest energy consumption rates per capita (48<sup>th</sup> in 2016) due to its mild climate and energy efficiency programs (EIA 2019). A comparison of California’s energy consuming end-use sectors indicates that the transportation sector is the greatest energy consumer, by approximately two to three times, compared to the other end-use sectors (Industrial, Commercial, and Residential, which are listed in order of greatest to least consumption) (EIA 2019). California is the largest consumer of motor gasoline and jet fuel in the United States (EIA 2019).

In Los Angeles County, data collected for the Final Unincorporated Community Climate Action Plan indicates that communitywide sources in the unincorporated county in 2010 had a different pattern than that exhibited statewide. The largest sources of GHG emissions (and presumably energy use) were from building energy use (49 percent), followed by on- and off-road vehicles (42 percent), waste generation (7 percent), and water conveyance and wastewater generation (2 percent) (Los Angeles County 2015).

The Proposed Project is located within the service areas of Southern California Edison (SCE) and Clean Power Alliance.

**Table 3.6-1** provides a breakdown of SCE’s energy resources. The Clean Power Alliance began offering service in 2019, so no power content label was available for them. For customers in the Proposed Project area served by SCE, approximately 23 percent of the power provided comes from solar and wind renewable sources, while the remaining 77 percent comes from a mixture of other eligible renewable sources, nuclear, large hydroelectric, natural gas, and unspecified sources of power. As mentioned above, California’s RPS requires electricity suppliers to increase the amount of electricity generated

from renewable sources to 33 percent by 2020, to 50 percent by 2026, and 100 percent by 2045, which will decrease the GHG intensity of the electricity the Proposed Project will utilize in the future.

**Table 3.6-1.** Summary of Energy Sources for SCE

Energy Resources	Utility Power Mix (%)	
	SCE (2017)	California Power Mix (2017)**
Eligible Renewable	32	29
Coal	0	4
Large Hydroelectric	8	15
Natural Gas	20	34
Nuclear	6	9
Unspecified Power*	34	9
Total	100	100

\* “Unspecified sources of power” is defined as electricity from transactions that are not traceable to specific generation sources.

\*\* Percentages are estimated annually by the CEC based on the electricity sold to California consumers during the identified year.

Sources: CEC 2018b

### 3.6.3 Discussion of Checklist Responses

#### **a, b. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation or conflict with or obstruct a state or local plan for renewable energy or energy efficiency—Less than Significant**

This evaluation considers the extent to which the Proposed Project would affect energy resources during construction and operation of the Proposed Project. Effects on energy resources are evaluated based on the energy demand of the Proposed Project. This includes the direct consumption of diesel, gasoline, natural gas, and electricity. The indirect life cycle of the various products and equipment to be used during construction activities would include several forms of energy consumption that are imbedded in a product’s manufacturing and distribution. For example, petroleum products may serve as precursors that would be the raw material used in manufacturing construction equipment and the manufacturing process would likely use natural gas and electricity. Petroleum-based fuels would be used to bring products from the place they are manufactured to the location where they are to be used. Other raw materials such as steel and cement contain large amounts of embodied energy to produce the material that may be used on site during construction. Since the details of embodied energy in material is complex and would be speculative as to the amount of energy embedded, the indirect life-cycle energy is not included in this analysis.

The Proposed Project's construction activities would require the consumption of energy (fossil fuels) for construction equipment, worker vehicles, and truck trips. The Proposed Project's operations would require natural gas and electricity-based energy use for the building, diesel for the emergency generator, and gasoline for vehicle trips. Energy consumption during operations would be minimized by building the facility to meet Title 24 energy and resource standards requirements and achieving USGBCS LEED Silver or higher. In addition, if the Proposed Project includes solar panels, that would further reduce the Project's potential operation-related energy consumption. **Table 3.6-2** shows the estimated fuel use during construction and operations from construction equipment, worker vehicles, truck trips, and building operations. The calculations used to develop these estimates are presented in Appendix B.

**Table 3.6-2. Project Fuel and Energy Use**

Consumption Category	Energy Source	
Construction Fuel Consumption	Gasoline Fuel Use (gallons)	Diesel Fuel Use (gallons)
Construction On-Road Vehicles	11,158	13,527
Construction Off-Road Equipment		49,882
Total for Construction	11,158	63,409
Annual Project Fuel Consumption	Gasoline Fuel Use (gallons)	Diesel Fuel Use (gallons)
On-Road Vehicles	189,141	43,844
Off-Road Equipment and Stationary Sources		2,525
Total for Annual Operation	189,141	46,369
Annual Building Energy Use	Electricity (kWh)	Natural Gas (kBTU)
Building Energy Use	580,923	508,503
Water Use	147,643	

kWh = kilowatt hour

kBTU = kilo-British thermal unit

The energy consumption during construction and operations is necessary for the protection of public safety and the enforcement of vehicular and traffic laws on state highways and freeways. These activities would not cause wasteful, inefficient, and unnecessary consumption of energy or cause a substantial increase in energy demand and the need for additional energy resources.

In addition, CHP activities would not conflict with any of the goals, policies, or implementation actions identified in the applicable energy plans, such as the 2018 Integrated Energy Policy Report Update and the Los Angeles County Community Climate Action Plan, because the Proposed Project would be completed as efficiently as possible and the building



- 1 would be designed to meet required efficiency standards. Thus, the Proposed Project would
- 2 not conflict with any plans relating to renewable energy or energy efficiency. Therefore, this
- 3 impact is considered **less than significant**.

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## 1 3.7 Geology, Soils, and Seismicity

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2

### 3.7.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

##### **Clean Water Act Section 402 – National Pollutant Discharge Elimination System**

CWA is discussed in detail in Section 3.10, “Hydrology and Water Quality.” Since Section 402 of CWA is directly relevant to earthwork, additional information is provided here.

The 1987 amendments to CWA added Section 402(p), which establishes a framework for regulating municipal and industrial stormwater discharges under the NPDES program. As described in Section 3.10, “Hydrology and Water Quality,” the USEPA has delegated authority to the SWRCB for administration of the NPDES program in California, where it is implemented by the state’s nine RWQCBs. Under the NPDES Phase II Rule, any construction activity disturbing 1 acre or more must obtain coverage under the state’s General Permit for Storm Water Discharges Associated with Construction Activity (General Permit). General Permit applicants are required to prepare and implement a SWPPP that describes the BMPs that will be implemented to avoid adverse effects on receiving water quality as a result of construction activities, including earthwork.

##### **National Earthquake Hazards Reduction Act**

The National Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) and creation of the National Earthquake Hazards Reduction Program (NEHRP) established a long-term earthquake risk reduction program to better understand, predict, and mitigate risks associated with seismic events. The following four federal agencies are responsible for coordinating activities under NEHRP: USGS; National Science Foundation (NSF); Federal Emergency Management Agency (FEMA); and National Institute of Standards and Technology. Since its inception, NEHRP has shifted its focus from earthquake prediction to hazard reduction. The current program objectives (NEHRP 2017) are as follows:

- Develop effective measures to reduce earthquake hazards;
- Reduce facilities and system vulnerabilities to earthquakes;
- Improve earthquake hazards identification and risk assessment methods; and
- Improve the understanding of earthquakes and their effects.

Implementation of NEHRP objectives is accomplished primarily through original research, publications, and recommendations and guidelines for state, regional, and local agencies in the development of plans and policies to promote safety and emergency planning.

#### ***State Laws, Regulations, and Policies***

##### **Alquist–Priolo Earthquake Fault Zoning Act**

The Alquist–Priolo Earthquake Fault Zoning Act (Alquist–Priolo Act) (Pub. Res. Code § 2621 *et seq.*) was passed to reduce the risk to life and property from surface faulting in California. The Alquist–Priolo Act prohibits construction of most types of structures intended for human occupancy on the surface traces of active faults and strictly regulates construction in the corridors along active faults (earthquake fault zones). It also defines criteria for identifying

active faults, giving legal weight to terms such as “active,” and establishes a process for reviewing building proposals situated in and adjacent to earthquake fault zones. Under the Alquist–Priolo Act, faults are zoned, and construction along or across them is strictly regulated if they are “sufficiently active” and “well defined.” Before a project can be permitted, cities and counties require completion of a geologic investigation to demonstrate that the proposed buildings would not be constructed across active faults.

### **Seismic Hazards Mapping Act**

The Seismic Hazards Mapping Act of 1990 (SHMA) (Pub. Res. Code §§ 2690–2699.6) establishes statewide minimum public safety standards for mitigation of earthquake hazards. While the Alquist–Priolo Act addresses surface fault rupture, the SHMA addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist–Priolo Act. The state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other seismic hazards; cities and counties are required to regulate development within these mapped seismic hazard zones. In addition, the SHMA addresses not only seismically induced hazards but also expansive soils, settlement, and slope stability. Under the SHMA, cities and counties may withhold the development permits for a site within a seismic hazard zone until appropriate site-specific geologic and/or geotechnical investigations have been carried out and measures to reduce potential damage have been incorporated into the development plans.

### **California Building Standards Code**

Title 24 CCR, also known as the California Building Standards Code (CBC), specifies standards for geologic and seismic hazards other than surface faulting. These codes are administered and updated by the California Building Standards Commission. CBC specifies criteria for open excavation, seismic design, and load-bearing capacity directly related to construction in California.

## **3.7.2 Environmental Setting**

The Project site is located in western Pomona Valley on the narrow lowlands between the San Jose Hills to the north and Puente Hills to the south.

### ***Geology***

The Project site is underlain by Holocene to late Pleistocene young alluvial fan deposits associated with the San Gabriel River system (i.e., San Jose Creek and Thompson Wash) (California Geological Survey [CGS] 2012). This geologic unit consists of unconsolidated to slightly consolidated, undissected to slightly dissected boulder, cobble, gravel, sand, and silt deposits issued from the San Jose Creek valley that largely reflect Tertiary marine sedimentary units and volcanic rocks exposed in the adjacent highland areas (California Division of Mines and Geology 1998; CGS 2012).

### ***Soils***

The Project site is largely underlain by Pico-Metz complex and Sorrento-Arbolado complex soils (NRCS 2018a). These soils generally consist of clay and sandy loam to fine sandy loam

alluvium derived from mixed, but dominantly sedimentary rocks and human-transported material. These soil units are well to somewhat excessively drained with negligible to medium runoff potential.

According to NRCS, soil characteristics at the Project site are unfavorable for development of small commercial buildings and are considered very limited due to flooding from overland flow (see Section 3.10, "Hydrology and Water Quality"), somewhat limited due to expansive soils, and somewhat limited during shallow excavations due to dusty conditions and unstable excavation walls (NRCS 2018b). These limitations can be overcome or minimized by special planning, design, or installation.

Exploratory borings taken during a preliminary geotechnical investigation (Geocon West, Inc. 2018) encountered artificial fill soils up to 2.5 feet below ground surface (bgs). These fill soils were found to consist of loose to medium dense silty sand, sandy silt, and sandy clay. Holocene age alluvial deposits encountered below the fill soils were found to consist of loose to medium dense to very dense interbedded poorly graded sand, sand with silt, silty sand, sandy silt, sandy clay, and clay.

## Seismicity

### Alquist–Priolo Fault Zones and Faults

The site is not within a state-designated Alquist–Priolo Earthquake Fault Zone for surface fault rupture hazards (Geocon West, Inc. 2018; CGS 1999). Several active faults are located in relatively close proximity to the Project site. The nearest fault is the San Jose Fault, a left-lateral strike-slip fault, located approximately 1,000 feet north of the Project site (CGS 2010, Geocon West, Inc. 2018). Other regional, active faults are presented below in **Table 3.7-1**.

**Table 3.7-1.** Proximity of the Project Site to Regional Active Faults

Fault	Approximate Distance from Proposed Project	Major Displacement
San Jose Fault	0.1 – 0.2 miles north	During past 700, 000 years
Sierra Madre Fault Zone	4.6 miles north	1970, Lytle Creek earthquake M <sub>w</sub> 5.2 1990, Upland earthquake M <sub>w</sub> 5.4
Elsinore Fault Zone, Chino Fault	8.2 miles southeast	1910, Elsinore Earthquake, M <sub>L</sub> 6
Elsinore Fault Zone, Whittier Fault	8.7 miles southwest	Within last 15,000 years

M<sub>w</sub> = moment magnitude, M<sub>L</sub> = Local Magnitude

Sources: CGS 2010; Southern California Earthquake Data Center 2018.

## Ground Shaking

The severity of ground shaking experienced at a specific location depends on a variety of factors, such as the magnitude and duration of the seismic event, fault type associated with

the event, distance from the epicenter, and physical properties of the underlying geology and soils. The Pomona area lies in a very active seismic region of southern California where the level of earthquake ground shaking frequency and severity is considered moderate to strong (i.e., Modified Mercalli Intensity [MMI] Scale V to VI) (CGS 2008).

### ***Liquefaction and Differential Settlement***

Liquefaction can occur when water-saturated, loose sandy soils lose cohesion during seismic shaking. The primary factor that triggers liquefaction is moderate to strong ground shaking. Physical properties that increase susceptibility to liquefaction are relatively clean/loose granular soils, and a shallow depth to groundwater and/or saturated conditions. The Project site is located in a designated liquefaction zone where historical occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements (CGS 1999). The preliminary geotechnical investigation determined that the alluvial soils below the historic high groundwater depth could be susceptible up to approximately 3.84 inches of total settlement during Maximum Considered Earthquake ground motion and the alluvial soils above the historic high groundwater level could be susceptible up to approximately 0.15 inch of settlement as a result of the Design Earthquake peak ground acceleration (Geocon West, Inc. 2018).

### ***Landslide, Slope Failure, and Lateral Spreading***

The Project site is relatively flat and the topography in the vicinity slopes gently to the south until it reaches the concrete-lined San Jose Creek channel. The preliminary geotechnical investigation considered risk from landslides, slope failure, and lateral spreading to be low (Geocon West, Inc. 2018).

## **3.7.3 Discussion of Checklist Responses**

### **a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

#### **i. Seismic-related rupture of a known earthquake fault—*Less than Significant***

Ground surface ruptures occur along earthquake fault lines. The Project site is not located within an Alquist–Priolo Fault Zone. The San Jose Fault is located approximately 1,000 feet north of the site, and is not considered a potential surface fault rupture hazard with respect to the proposed structures or utilities (Geocon West, Inc. 2018). The probability of ground rupture of a known earthquake fault at the Project site would be **less than significant**.

#### **ii. Strong seismic ground shaking—*Less than Significant***

As discussed in Section 3.7.2 above, under “Seismicity,” the probability of strong seismic ground shaking in the Project site is considered moderate to strong, or MMI V to VI. The Proposed Project includes the construction of a number of structures that could conceivably fail if on-site seismic or geologic conditions are inadequately addressed during design or construction, posing a risk to property and human life.

The current CBC (2019) takes seismically induced stresses into consideration for new construction. The building standards outlined under Title 24, Part 2 of the CBC are specifically tailored to meet regional requirements for increased seismic stability. Adherence to building codes would reduce the potential for adverse effects from earthquakes and ground shaking on the Project site by ensuring the stability of new structures and public safety. With adherence to the current CBC standards, any potential for structural damage associated with seismic ground shaking would be low. Therefore, effects of seismic ground shaking would be **less than significant**.

### **iii. Seismic-related ground failure, including liquefaction—*Less than Significant with Mitigation***

As discussed in Section 3.7.2 above, under “Seismicity,” underlying geologic properties increase the risk of liquefaction and differential settlement. The Project site is underlain by alluvial sediments (alluvium) consisting of interbedded poorly graded sands and silts that may be susceptible to liquefaction or differential settling under saturated conditions. Earth movements and differential settling have the potential to injure people through substantial damage to and/or collapse of structures during either construction or operation of a facility.

To meet or exceed safety standards, CHP and/or its design contractor would design and construct the Proposed Project in accordance with **Mitigation Measure GEO-1 (Conduct a Design-Specific Geotechnical Investigation and Incorporate Report Recommendations into the Final Design and Construction of the Proposed Project)**, discussed below. This mitigation measure includes design and/or construction measures to ensure that the new buildings and structures minimize the potential risk of structural failure resulting from seismic-related hazards and soil stability issues.

#### **Mitigation Measure GEO-1: Conduct a Design-Specific Geotechnical Investigation and Incorporate Report Recommendations into the Final Design and Construction of the Proposed Project.**

The State shall require in contract documents that a site-specific, design-level geotechnical investigation and corresponding report be required prior to final design approval. The geotechnical investigation shall comply with all applicable state and local code requirements and be conducted by a qualified geotechnical engineer (or team of geotechnical engineers) to evaluate subsurface soil and geologic conditions at the Project site.

The corresponding geotechnical report shall document the results of that investigation and provide conclusions and recommendations relative to the geotechnical aspects of design and construction of the Proposed Project. Recommendations shall address site and geologic conditions with a focus on evaluating and mitigating:

- a. the potential for liquefiable soils;
- b. the expansion, shrink/swell potential, and corrosion of underlying soils;
- c. subsurface soil improvements; and
- d. the settlement and possibility differential settlement of soils.



The recommendations shall also address any other geologic hazards that are identified during the course of the investigation. The report shall provide design criteria to address any geotechnical issues and ensure that the Proposed Project's structures and facilities remain stable.

CHP shall require in contract documents that the Proposed Project's final design and construction incorporate the recommendations put forth by the final geotechnical report and comply with all other relevant CBC standards and construction permit requirements.

Following implementation of the findings and recommendations of Mitigation Measure GEO-1 and adherence to current CBC standards, potential seismic-related hazards, including ground failure and liquefaction, would be **less than significant with mitigation**.

#### **iv. Seismic-related landslides—*Less than Significant***

The Project site and adjacent properties are relatively flat and not susceptible to landslides. During construction activities and installation of building foundations, there is some potential for open excavation areas to fail during a seismic event. However, CHP and/or its design contractor would design and construct the Proposed Project in accordance with proper safety procedures, required inspections, and adherence to current CBC standards. Therefore, the risk of collapse caused by shallow landslide or excavation activities would be **less than significant**.

#### **b. Substantial soil erosion or the loss of topsoil—*Less than Significant***

The Proposed Project would include ground-disturbing construction activities that could increase the risk of erosion or sediment transport. In addition, upon completion of construction, the Proposed Project would include structures, asphalt driveways, parking areas, and walkways creating approximately 3.9 acres of impervious surfaces. This conversion from unpaved land to impervious surface area could result in increased runoff and soil erosion.

The Proposed Project would minimize the potential for increased runoff and soil erosion by constructing a dedicated stormwater detention basin to provide on-site capture and infiltration of runoff generated at the Project site. The Proposed Project would direct excess stormwater runoff to existing stormwater infrastructure via an underground drainage system and/or dedicated drainage swales. Site drainage would be designed with no greater than a 4.5-percent slope at any point on the Project site, unless approved by the State.

As discussed in Section 3.10, "Hydrology and Water Quality," implementation of SWPPP requirements and applicable BMPs would further reduce surface erosion and loss of topsoil during construction-related activities. Therefore, this impact would be **less than significant**.

**c. Location on a geologic unit or soil that is unstable or that would become unstable as a result of the Proposed Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse—*Less than Significant with Mitigation***

The Proposed Project alignment is located in a designated liquefaction zone and is underlain by interbedded, poorly graded sands and silts and alluvium. These geologic units and soils may be subject to differential settlement or liquefaction, especially following periods of precipitation. During construction activities, excavation and trenching for building foundations could temporarily create potentially unstable slopes. Because Project activities may further destabilize steeply excavated, relatively unstable geologic layers and increase the potential for slope failure and damage structures or injure workers, this impact would be considered significant. Since the Proposed Project does not include subsurface resource extraction or other related activities, no increase in potential subsidence would be expected.

As described in item 3.7.3(a)(iii) above, Mitigation Measure GEO-1 requires the State to abide by design and construction specifications to ensure that building foundations are designed and installed to address seismic-related or soil stability issues and minimize the potential risk of structural failure. Following implementation of findings and recommendations as specified in Mitigation Measure GEO-1 and with adherence to current CBC standards, potential hazards from landslide, lateral spreading, liquefaction, or collapse would be **less than significant with mitigation**.

**d. Location on expansive soil, creating substantial risks to life or property—*Less than Significant***

Expansive soils are predominantly composed of clays and can undergo substantial volume change in response to changes in moisture content. During wetting and drying cycles, expansive soils may shrink and swell, creating differential ground movements. This uneven movement can fracture concrete foundations and footings, resulting in potential damage or failure of infrastructure. The Project site is underlain by primarily fine-grained soils with thin interlayers of silty sand and sand (Avocet Environmental 2018). The physical characteristics of these soils are not consistent with expansive soil properties.

Furthermore, adherence to CBC building standards, as outlined in item 3.7.3(a)(ii) above, and implementation of recommendations addressing any findings of the geotechnical report required in Mitigation Measure GEO-1 would minimize the potential for expansive soils to create substantial risk to life or property. Therefore, risk to life or property from development of the Proposed Project would be **less than significant**.

**e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater—*No Impact***

The Proposed Project would connect to existing wastewater disposal systems. Septic tanks or other alternative wastewater disposal systems would not be necessary; therefore, the Proposed Project would have **no impact**.

1       **f. Directly or indirectly destroy a unique paleontological resource or site**  
2       **or unique geological feature—*Less than Significant***

3       Subsurface soil investigations observed artificial fill soils up to 2.5 feet bgs (Geocon West, Inc.  
4       2018). These soils would not contain paleontological resources due to the recent age and  
5       thorough processing during placement. Holocene age alluvial deposits were encountered  
6       below the fill soils. Significant paleontological resources have not been regionally observed  
7       in these soils (University of California Museum of Paleontology 2019) and this geologic unit  
8       is considered to have a low probability for paleontological resources due to their relatively  
9       recent age, and high-energy formation/depositional environment. In addition, foundations  
10      for most structures would be slab on grade, with the exception of relatively shallow  
11      excavation for building foundations and tower footings; shallow excavations have a low  
12      potential to encounter scientifically important fossils. Therefore, impacts on paleontological  
13      resources during development of the Proposed Project would be **less than significant**.

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## 3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.8.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

At the federal level, USEPA has developed regulations to reduce GHG emissions from motor vehicles and has developed permitting requirements for large stationary emitters of GHGs. On April 1, 2010, USEPA and the NHTSA established a program to reduce GHG emissions and improve fuel economy standards for new model year 2012–2016 cars and light trucks. On August 9, 2011, USEPA and the NHTSA announced standards to reduce GHG emissions and improve fuel efficiency for heavy-duty trucks and buses. In August 2016, USEPA and the NHTSA jointly finalized Phase 2 Heavy-Duty National Program standards to reduce GHG emissions and improve fuel efficiency of medium- and heavy-duty vehicles for model year 2018 and beyond (USEPA 2017). However, some of these standards have been stayed by a court order and USEPA has proposed repealing certain Phase 2 emissions standards (Center for Climate and Energy Solutions 2018).

#### ***State Laws, Regulations, and Policies***

In recent years, California has enacted a number of policies and plans to address GHG emissions and climate change. In 2006, the California State Legislature enacted Assembly Bill (AB) 32, the Global Warming Solutions Act, which set the overall goals for reducing California's GHG emissions to 1990 levels by 2020. Senate Bill (SB) 32 codified an overall goal for reducing California's GHG emissions to 40 percent below 1990 levels by 2030. Executive Orders (EOs) S-3-05 and B-16-2012 further extend this goal to 80 percent below 1990 levels by 2050. The CARB has completed rulemaking to implement several GHG emission reduction regulations and continues to investigate the feasibility of implementing additional GHG emission reduction regulations. These include the low carbon fuel standard, which reduces GHG emissions associated with fuel usage, and the RPS, which requires electricity suppliers to increase the amount of electricity generated from renewable sources to certain thresholds by various deadlines. In 2018, SB 100 updated the RPS to require 50 percent renewable resources by the end 2026, 60 percent by the end of 2030, and 100 percent renewable energy and zero carbon resources by 2045. EO B-55–18 signed by Governor Jerry Brown set a goal of statewide carbon neutrality by 2045 and net negative emissions thereafter.

1 The CBC (Title 24) governs construction of buildings in California. Parts 6 and 11 of Title 24  
2 are relevant for energy use and green building standards, which reduce the amount of  
3 indirect GHG emissions associated with buildings.

4 CARB approved the First Update to the AB 32 Scoping Plan on May 22, 2014 (CARB 2014).  
5 This update defines climate change priorities for the next 5 years and also sets the  
6 groundwork to reach long-term goals set forth in EOs S-3-05 and B-16-2012. The update also  
7 highlights California's progress toward meeting the near-term 2020 GHG emission reduction  
8 goals and evaluates how to align the state's longer term GHG reduction strategies with other  
9 state policy priorities for water, waste, natural resources, clean energy, transportation, and  
10 land use. CARB released and adopted a 2017 Scoping Plan Update (CARB 2017b) to reflect  
11 the 2030 target set by EO B-30-15 and codified by SB 32 (CARB 2017a, CARB 2017b).

### 12 ***Local Laws, Regulations, and Policies***

13 Local laws, regulations, and policies are provided in Appendix A. SCAQMD has only  
14 established a numerical threshold for industrial sources of 10,000 metric tons of carbon  
15 dioxide equivalents per year (MT CO<sub>2</sub>e/yr) and has not established a numerical threshold for  
16 residential, commercial, retail or government building projects. SCAQMD recommends  
17 agencies consider how a project meets the objectives of AB 32 and SB 32 and is consistent  
18 with other climate change goals and regulations. SCAQMD also suggests that projects  
19 establish mitigation measures to ensure prescriptive measures are being considered to  
20 reduce GHG emissions and projects are designed to achieve climate change goals.

## 21 **3.8.2 Environmental Setting**

22 Climate change results from the accumulation in the atmosphere of GHGs, which are  
23 produced primarily by the burning of fossil fuels for energy. Because GHGs (carbon dioxide  
24 [CO<sub>2</sub>], methane, and nitrous oxide) persist and mix in the atmosphere, emissions anywhere  
25 in the world affect the climate everywhere in the world. GHG emissions are typically reported  
26 in terms of carbon dioxide equivalents (CO<sub>2</sub>e) which converts all GHGs to an equivalent basis  
27 taking into account their global warming potential compared to CO<sub>2</sub>.

28 Anthropogenic (human-caused) emissions of GHGs are widely accepted in the scientific  
29 community as contributing to global warming. Temperature increases associated with  
30 climate change are expected to adversely affect plant and animal species, cause ocean  
31 acidification and sea level rise, affect water supplies, affect agriculture, and harm public  
32 health.

33 Global climate change is already affecting ecosystems and societies throughout the world.  
34 Climate change adaptation refers to the efforts undertaken by societies and ecosystems to  
35 adjust to and prepare for current and future climate change, thereby reducing vulnerability  
36 to those changes. Human adaptation has occurred naturally over history; people move to  
37 more suitable living locations, adjust food sources, and more recently, change energy sources.  
38 Similarly, plant and animal species also adapt over time to changing conditions; they migrate  
39 or alter behaviors in accordance with changing climates, food sources, and predators.

40 Many national, as well as local and regional, governments are implementing adaptive  
41 practices to address changes in climate, as well as planning for expected future impacts from  
42 climate change. Some examples of adaptations that are already in practice or under

consideration include conserving water and minimizing runoff with climate-appropriate landscaping, capturing excess rainfall to minimize flooding and maintain a constant water supply through dry spells and droughts, protecting valuable resources and infrastructure from flood damage and sea level rise, and using water-efficient appliances.

In 2016, total California GHG emissions from routine emitting activities were 429.4 million metric tons of carbon dioxide equivalents (MMT CO<sub>2</sub>e) (CARB 2018). This represents a decrease from 2015 and a 14 percent reduction compared to peak levels reached in 2004. Declining emissions from the electricity sector were responsible for much of the reduction due to growing zero-GHG energy generation sources. In 2016, the transportation sector of the California economy was the largest source of emissions, accounting for approximately 41 percent of the total emissions (CARB 2018).

The Final Unincorporated Los Angeles County Community Climate Action Plan 2020 (Los Angeles County 2015) estimated emissions from the county's unincorporated areas to be 7.9 million MT CO<sub>2</sub>e, most of which came from building energy use and transportation (Los Angeles County 2015).

### 3.8.3 Discussion of Checklist Responses

#### a. Generate a net increase in greenhouse gas emissions which may have a significant impact on the environment—*Less than Significant*

The Proposed Project would generate GHG emissions during construction and operation. Construction-related GHG emissions would result from the combustion of fossil-fueled construction equipment, material hauling, and worker trips. These emissions were estimated using CalEEMod version 2016.3.2, with default assumptions for a 5-acre site, which is the area that would potentially be developed within the 6-acre Project site. In addition, emissions from Project-related road and sidewalk improvements were included. The Proposed Project's construction-related GHG emissions are estimated at 713 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e).

Operational GHG emissions would result from fossil-fueled equipment and motor vehicles, building energy use, water use, and solid waste. The Proposed Project's operational emissions were estimated with CalEEMod version 2016.3.2 using default assumptions. Mobile emissions, including emissions associated with employee commute trips, CHP patrol officer trips while on duty, and trips generated by civilian employees. Vehicle idling emissions were conservatively estimated by assuming that two worker vehicles were idling 24 hours per day. The idling emission factors were taken from the EMFAC 2014 model to be consistent with CalEEMod emission factors for a light-duty truck (vehicle class 1). The diesel-powered emergency generator was assumed to have 670 hp and operate for 100 hours per year for testing. Based on these assumptions, the Proposed Project's operational GHG emissions are estimated to be 2,290 MTCO<sub>2</sub>e per year. The majority of the emissions are from the patrol cars. This estimate includes emissions associated with the existing CHP Baldwin Park Area Office. Thus, the operational emissions of the new CHP facility would be partially offset by eliminating emissions from the existing CHP facility. The resulting net increase would be attributable to the increase in the number of employees and larger size of the facility.



1 The existing CHP facility emissions were estimated in CalEEMod based on the estimated  
2 building square footage and employees. The existing facility emissions were estimated to be  
3 2,064 MTCO<sub>2</sub>e. Therefore, the net operational emissions for the project are 126 MTCO<sub>2</sub>e.

4 The net project emissions when amortized construction emissions are included would be  
5 approximately 150 MTCO<sub>2</sub>e/year, and would not be anticipated to result in a significant  
6 impact to global climate change or impede the goals of AB 32 or SB 32. In addition, the new  
7 facility would be constructed consistent with current California building codes, which  
8 substantially reduce the energy and water use for new buildings compared to the standards  
9 in effect when the existing CHP Baldwin Park Area Office was constructed. Since the Proposed  
10 Project's net emissions would be minimal, the impact would be **less than significant**.

11 **b. Conflict with any applicable plan, policy or regulation adopted for the**  
12 **purpose of reducing the emissions of greenhouse gases—*Less than***  
13 ***Significant***

14 The State of California has implemented AB 32, SB 32, and multiple EOs to reduce GHG  
15 emissions. The Proposed Project does not pose any conflict with the most recent list of CARB's  
16 early action strategies, nor is it one of the sectors at which measures are targeted. The First  
17 Update to the AB 32 Scoping Plan and California's 2017 Climate Change Scoping Plan (CARB  
18 2019) did not mention similar projects as a specific target for additional strategies, but  
19 emission reductions at the Project site would be influenced by decisions relating to target  
20 sectors such as water, waste, natural resources, clean energy, transportation, and land use.  
21 The Proposed Project would not be required to report emissions to CARB. Therefore,  
22 emissions generated by the Proposed Project would not be expected to have a substantial  
23 contribution to the ongoing impact on global climate change. While local plans, policies and  
24 regulations do not apply to the state, the location of the Project site is in line with local general  
25 plan policies regarding land use, transportation, air quality planning goals, and local GHG  
26 reduction plans. For these reasons, the Proposed Project would not conflict with AB 32, the  
27 local general plans, and climate action plans. Therefore, this impact would be **less than**  
28 **significant**.

## 1 3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport and result in a safety hazard for people residing or working in the study area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the study area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.9.1 Regulatory Setting

Hazardous materials and hazardous wastes are subject to extensive federal, state, and local regulations to protect public health and the environment. These regulations provide definitions of hazardous materials; establish reporting requirements; set guidelines for handling, storage, transport, and disposal of hazardous wastes; and require health and safety provisions for workers and the public. The major federal, state, and regional agencies enforcing these regulations are the USEPA; the Occupational Safety and Health Administration (OSHA); California Department of Toxic Substances Control (DTSC); California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA); California Governor's Office of Emergency Services (Cal OES); SWRCB; Los Angeles RWQCB; and the SCAQMD.

#### ***Federal Laws, Regulations, and Policies***

##### **Comprehensive Environmental Response, Compensation, and Liability Act**

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, also called the Superfund Act; 42 USC § 9601 *et seq.*) is intended to protect the public and the environment from the effects of past hazardous waste disposal activities and new hazardous material spills. Under CERCLA, USEPA has the authority to seek the parties responsible for hazardous materials releases and to ensure their cooperation in site remediation. CERCLA also provides federal funding (through the "Superfund") for the remediation of hazardous materials contamination. The Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499) amends some provisions of CERCLA and provides for a Community Right-to-Know program.

##### **Resource Conservation and Recovery Act**

The Resource Conservation and Recovery Act (RCRA) of 1976 (42 USC § 6901 *et seq.*), as amended by the Hazardous and Solid Waste Amendments of 1984, is the primary federal law for the regulation of solid waste and hazardous waste in the United States. These laws provide for the "cradle-to-grave" regulation of hazardous wastes, including generation, transportation, treatment, storage, and disposal. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed of.

USEPA has primary responsibility for implementing RCRA, but individual states are encouraged to seek authorization to implement some or all RCRA provisions. California received authority to implement the RCRA program in August 1992. DTSC is responsible for implementing the RCRA program in addition to California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law.

##### **Energy Policy Act of 2005**

Title XV, Subtitle B of the Energy Policy Act of 2005 (the Underground Storage Tank Compliance Act of 2005) contains amendments to Subtitle I of the Solid Waste Disposal Act, the original legislation that created the Underground Storage Tank (UST) Program. As defined by law, a UST is "any one or combination of tanks, including pipes connected thereto, that is used for the storage of hazardous substances and that is substantially or totally beneath the surface of the ground." In cooperation with USEPA, SWRCB oversees the UST

Program. The intent is to protect public health and safety and the environment from releases of petroleum and other hazardous substances from tanks. The four primary program elements include leak prevention (implemented by Certified Unified Program Agencies [CUPAs], described in more detail below), cleanup of leaking tanks, enforcement of UST requirements, and tank integrity testing.

### **Spill Prevention, Control, and Countermeasure Rule**

USEPA's Spill Prevention, Control, and Countermeasure (SPCC) Rule (40 CFR, Part 112) apply to facilities with a single aboveground storage tank (AST) with a storage capacity greater than 660 gallons, or multiple tanks with a combined capacity greater than 1,320 gallons. The rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement SPCC Plans.

### **Occupational Safety and Health Administration**

OSHA is responsible at the federal level for ensuring worker safety. OSHA sets federal standards for implementation of workplace training, exposure limits, and safety procedures for the handling of hazardous substances (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

### **Federal Communications Commission Requirements**

There is no federally mandated radio frequency (RF) exposure standard; however, pursuant to the Telecommunications Act of 1996 (47 USC § 224), the Federal Communications Commission (FCC) established guidelines for dealing with RF exposure, as presented below. The exposure limits are specified in 47 CFR § 1.1310 in terms of frequency, field strength, power density, and averaging time. Facilities and transmitters licensed and authorized by FCC must either comply with these limits or an applicant must file an environmental assessment (EA) with FCC to evaluate whether the proposed facilities could result in a significant environmental effect.

Licensees at co-located sites (e.g., towers supporting multiple antennas, including antennas under separate ownerships) must take the necessary actions to bring the accessible areas that exceed the FCC exposure limits into compliance. This is a shared responsibility of all licensees whose transmission power density levels account for 5.0 or more percent of the applicable FCC exposure limits (47 CFR 1.1307[b][3]).

### **Code of Federal Regulations (14 CFR) Part 77**

14 CFR Part 77.9 is designed to promote air safety and the efficient use of navigable airspace. Implementation of the code is administered by the Federal Aviation Administration (FAA). If an organization plans to sponsor any construction or alterations that might affect navigable airspace, a Notice of Proposed Construction or Alteration (FAA Form 7460-1) must be filed. The code provides specific guidance regarding FAA notification requirements when:

- any construction or alteration exceeding 200 feet above ground level;
- any construction or alteration:

- within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 feet;
- within 10,000 feet of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet;
- within 5,000 feet of a public use heliport which exceeds a 25:1 surface;
- any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards;
- when requested by the FAA; and
- any construction or alteration located on a public use airport or heliport regardless of height or location.

The Proposed Project includes construction of a 148-foot communications tower.

### ***State Laws, Regulations, and Policies***

#### **Safe Drinking Water and Toxic Enforcement Act of 1986 – Proposition 65**

The Safe Drinking Water and Toxic Enforcement Act of 1986, more commonly known as Proposition 65, protects the state's drinking water sources from contamination with chemicals known to cause cancer, birth defects, or other reproductive harm. Proposition 65 also requires businesses to inform the public of exposure to such chemicals in the products they purchase, in their homes or workplaces, or that are released into the environment. In accordance with Proposition 65, the California Governor's Office publishes, at least annually, a list of such chemicals. OEHHA, an agency under the California Environmental Protection Agency (CalEPA), is the lead agency for implementation of the Proposition 65 program. Proposition 65 is enforced through the California Attorney General's Office; however, district and city attorneys and any individual acting in the public interest may also file a lawsuit against a business alleged to be in violation of Proposition 65 regulations.

#### **The Unified Program**

The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs. CalEPA and other state agencies set the standards for their programs, while local governments (CUPAs) implement the standards. For each county, the CUPA regulates/oversees the following:

- Hazardous materials business plans;
- California accidental release prevention plans or federal risk management plans;
- The operation of USTs and ASTs;
- Universal waste and hazardous waste generators and handlers;
- On-site hazardous waste treatment;
- Inspections, permitting, and enforcement;

- Proposition 65 reporting; and
- Emergency response.

### **Hazardous Materials Business Plans**

Hazardous materials business plans are required for businesses that handle hazardous materials in quantities greater than or equal to 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet (cf) of compressed gas, or extremely hazardous substances above the threshold planning quantity (40 CFR, Part 355, Appendix A) (Cal OES 2018). Business plans are required to include an inventory of the hazardous materials used/stored by the business, a site map, an emergency plan, and a training program for employees (Cal OES 2018). In addition, business plan information is provided electronically to a statewide information management system, verified by the applicable CUPA, and transmitted to agencies responsible for the protection of public health and safety (i.e., local fire department, hazardous material response team, and local environmental regulatory groups) (Cal OES 2018).

### **California Occupational Safety and Health Administration**

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in California. Cal/OSHA regulations pertaining to the use of hazardous materials in the workplace (CCR Title 8) include requirements for safety training, availability of safety equipment, accident and illness prevention programs, warnings about exposure to hazardous substances, and preparation of emergency action and fire prevention plans. Hazard communication program regulations that are enforced by Cal/OSHA require workplaces to maintain procedures for identifying and labeling hazardous substances, inform workers about the hazards associated with hazardous substances and their handling, and prepare health and safety plans to protect workers at hazardous waste sites. Employers must also make material safety data sheets available to employees and document employee information and training programs. In addition, Cal/OSHA has established maximum permissible RF radiation exposure limits for workers (Title 8 CCR § 5085[b]), and requires warning signs where RF radiation might exceed the specified limits (Title 8 CCR § 5085 [c]).

### **California Accidental Release Prevention**

The purpose of the California Accidental Release Prevention (CalARP) program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. In accordance with this program, businesses that handle more than a threshold quantity of regulated substance are required to develop a risk management plan (RMP). This RMP must provide a detailed analysis of potential risk factors and associated mitigation measures that can be implemented to reduce accident potential. CUPAs implement the CalARP program through review of RMPs, facility inspections, and public access to information that is not confidential or a trade secret.

### **California Department of Forestry and Fire Protection Wildland Fire Management**

The Office of the State Fire Marshal and the California Department of Forestry and Fire Protection (CAL FIRE) administer state policies regarding wildland fire safety. Construction contractors must comply with the following requirements in the Public Resources Code during construction activities at any sites with forest-, brush-, or grass-covered land:

- Earthmoving and portable equipment with internal combustion engines must be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (Pub. Res. Code § 4442).
- Appropriate fire-suppression equipment must be maintained from April 1 to December 1, the highest-danger period for fires (Pub. Res. Code § 4428).
- On days when a burning permit is required, flammable materials must be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor must maintain the appropriate fire-suppression equipment (Pub. Res. Code § 4427).
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines must not be used within 25 feet of any flammable materials (Pub. Res. Code § 4431).

### California Highway Patrol

CHP, along with Caltrans, enforce and monitor hazardous materials and waste transportation laws and regulations in California. These agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roads. All motor carriers and drivers involved in transportation of hazardous materials must apply for and obtain a hazardous materials transportation license from CHP.

## 3.9.2 Environmental Setting

The Project site has been used for agricultural purposes since at least 1928, but surrounding parcels have since been developed with university and light industrial uses to the west, residences to the south, and a highway transportation corridor to the east. In October 2018, Avocet conducted a Phase I environmental site assessment for the Project site parcel. The assessment investigated potential Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), historical Recognized Environmental Conditions (HRECs), and “other environmental features.” The Phase I Environmental Site Assessment identified the Project site as potentially containing two RECs, one for site-wide pesticides and herbicides from agricultural use and the second for an active Transite (asbestos-containing) pipe and possible presence of other inactive Transite pipes (Avocet 2018a). In response to the Phase I assessment, Avocet prepared a Phase II investigation (Avocet 2018b) for the property to evaluate the potential impact of the identified RECs.

### *Existing Hazards and Hazardous Materials*

According to the Phase I Environmental Site Assessment (Avocet 2018a), no potential or confirmed state or federal Superfund site is located within or immediately adjacent to the Project site. The Phase II Environmental Site Assessment (Avocet 2018b) determined that nearby former USTs and residual pesticides and herbicides from historic agricultural use of the site should be classified as “other environmental features” due to findings of *de minimis* impacts. Multiple agency-listed sites are present within a 1-mile radius of the Project site that have been affected by unauthorized material releases, including former leaking underground storage tanks (LUSTs).

The two modular structures on the Project site have not been sampled for hazardous materials (i.e., asbestos, lead paint, and polychlorinated biphenyls). Due to their apparent age



1 and type of construction, it is assumed that these structures would test positive for hazard-  
2 containing materials, unless tested to prove otherwise.

3 An actively used fuel island and diesel tank are located on the CPP campus, directly west of  
4 the Project site. Because the fuel island and diesel tank are not located in the project site, they  
5 are not discussed any further in this document.

## 6 ***Airports***

7 No public airports or private airstrips are located within a 2-mile radius of the Proposed  
8 Project. The nearest airport is the Brackett Field Airport, approximately 2.4 miles northeast  
9 of the Project site.

## 10 ***Wildfire Hazards***

11 The region surrounding the Project site is developed land associated with a university and  
12 Interstate 10 and is zoned as not a very high fire hazard severity zone within incorporated  
13 city limits (CAL FIRE 2008). The City of Pomona General Plan designates some land near the  
14 project site as High Fire Threat (City of Pomona 2014). The nearest fire stations are Los  
15 Angeles County Fire Department Stations #187 and #184, which are both approximately 5  
16 minutes driving time from the Proposed Project site. Station #187 is approximately 1 mile  
17 south of the Proposed Project site.

## 18 ***Sensitive Receptors***

19 Sensitive receptors include hospitals, schools, daycare facilities, elderly housing, and  
20 convalescent facilities where the occupants are more susceptible than the general population  
21 to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants. Extra  
22 care must be taken when dealing with contaminants and pollutants near areas recognized as  
23 sensitive receptors.

24 Educational facilities, parks, residences, and a church are located within a 1-mile radius of  
25 the Project site and the areas associated with the Project's road improvements and utility  
26 corridors. The nearest sensitive receptors to the site are residents in homes on Hennipen  
27 Street and Kellogg Park Drive directly south of the Project site. Other nearby sensitive  
28 receptors include children attending Kellogg Polytechnic Elementary School (610 Medina  
29 Street), approximately 0.1 mile southwest of the Project site, and International Polytechnic  
30 High School (3851 West Temple Avenue), approximately 0.9 mile southwest of the Project  
31 site. CPP is adjacent to the Project site.

### 3.9.3 Discussion of Checklist Responses

#### a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials—*Less than Significant with mitigation*

##### **Construction**

Construction activities for the Proposed Project would require on-site handling of hazardous materials, such as fuels, lubricating fluids, and solvents for use with construction equipment. Additionally, as described above in 3.8.2, *Environmental Setting*, two modular structures on the Project site could contain hazardous materials (i.e., asbestos, lead paint, and polychlorinated biphenyls). Accidental spills or improper use, storage, transport, or disposal of these hazardous materials could result in a public hazard or the transport of hazardous materials (particularly during storm events) to the underlying soils and groundwater.

Although these hazardous materials could pose a hazard as described above, Proposed Project activities would be required to comply with extensive regulations so that substantial risks would not result. Examples of compliance with these regulations would include preparation of a hazardous materials business plan, as described above, which would include a training program for employees, an inventory of hazardous materials, and an emergency plan (Cal OES 2019). All storage, handling, and disposal of these materials would be done in accordance with regulations established by DTSC, USEPA, OSHA, Cal OES, CUPA, and Cal/OSHA.

Additionally, as described in Section 3.10, “Hydrology and Water Quality,” a SWPPP would be prepared for the Proposed Project as part of its compliance with applicable NPDES permits. The SWPPP would include appropriate spill prevention and other construction BMPs to prevent or minimize potential for releases of hazardous materials or risks to workers during routine activities.

While compliance with these regulations and preparation of a SWPPP would greatly reduce the potential for creation of a hazard to the public or environment from use, transport, or disposal of hazardous and/or materials, there would still be a potentially significant impact related to hazardous material use or handling onsite, and therefore a mitigation measure has been proposed as described below to reduce the significance of these impacts.

To further reduce the potential for improper handling, transport, and disposal of hazardous wastes, the Proposed Project would implement Mitigation Measure HAZ-1, to require hazardous material abatement during demolition activities for Project construction be conducted by licensed contractors. With implementation of this mitigation measure, the potential for the Proposed Project to create a hazard to the public or environment from use, transport, or disposal of hazardous materials during Project construction would not be anticipated to be substantial. This impact would be **less than significant with mitigation**.

**Mitigation Measure HAZ-1: Conduct Hazardous Materials Abatement by Licensed Contractor(s)**

Hazardous materials abatement activities during Project construction will be conducted by a licensed contractor(s). Specifically, removal of all asbestos-containing building materials shall be conducted by a licensed contractor registered with Cal/OSHA. Such asbestos-containing building materials shall be removed prior to demolition and shall be disposed of following federal and state regulations. All paints at the site shall be treated as lead-containing for purposes of determining the applicability of Cal/OSHA lead standards during maintenance, renovation, and demolition activities. Universal wastes or suspected hazardous materials (e.g., florescent light fixtures, household chemicals, automotive batteries, etc.) will be removed, recycled, and/or disposed of at an appropriate waste facility by a contractor(s) licensed to handle, transport, and/or dispose of universal wastes and hazardous wastes.

***Operations***

Operation of the Proposed Project would necessitate the use and storage of several hazardous items and materials. Items and materials that would be on-site and could pose a risk to human health and safety and the environment include the following:

- Two 55-gallon bulk oil drums for use in on-site automobile servicing;
- One 30-gallon used oil drum for collecting used oil from the automobile service station;
- Miscellaneous lubricants from the automobile service station;
- One 12,000-gallon aboveground tank of gasoline for vehicle refueling;
- One 250-gallon waste oil tank;
- Storage area for tires;
- One aboveground tank of diesel fuel to power the emergency generator;
- Gun cleaning materials, including various solvents;
- Flares and ammunition;
- Propane tanks to supply natural gas; and
- Communications tower.

Hazardous materials would be stored on site and used or disposed of at regular intervals. If adequate precautions are not taken, accidental spills or improper use, storage, transport, or disposal of these hazardous materials could result in a public hazard or the transport of hazardous materials (particularly during storm events) to the underlying soils and groundwater.

However, all hazardous materials would be either contained within the buildings (e.g., solvents used for cleaning guns) or have appropriate containment measures.

Specifically, hazardous materials stored outdoors would be kept in containers that have secondary or tertiary containment, and additionally would be equipped with safe wells downstream of the containers that would capture any leaks or spills in the event of a failure and allow for appropriate treatment and disposal. All storage, handling, and disposal of these materials would comply with the applicable regulations of DTSC, USEPA, OSHA, Cal OES, and Cal/OSHA to ensure that no significant risks would result to workers, the public, or the environment from the operation-related transport, use, storage, or disposal of hazardous materials.

Finally, the Proposed Project would include the installation and use of a communications tower. Compliance with existing FCC regulations regarding RF radiation (see Section 3.9.1 above) would reduce potential for any adverse effects to human health or the environment associated with RF exposure from the communications tower proposed as part of the Proposed Project. Therefore, this impact would be **less than significant**.

**b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment—*Less than Significant***

As described above in Section 3.9.2, multiple unauthorized hazardous material release sites are present within a 1-mile radius of the Project site. However, none of these agency-listed release sites is known to have adversely affected the Project site. In addition, because of their relative location, type of hazardous waste release, groundwater flow direction, and the intervening distance from the Project site, the likelihood that any of these agency-listed sites have affected the soil or groundwater beneath the Project site is minimal.

***Construction***

Construction activities associated with the Proposed Project, including clearing, grubbing, and soil excavation, have the potential to come into contact with existing sources of contamination if any are present. However, as described above in Section 3.9.2, the Project site has been used for agricultural purposes since at least 1928. A Phase II Environmental Site Assessment (Avocet 2018b) detected trace amounts of dichloro-diphenyl-dichloroethylene in soils at the Project site, but at levels far below RWQCB environmental screening levels and USEPA and DTSC risk screening levels. Therefore, soil excavation activities would have a low potential to expose construction workers or nearby sensitive receptors to existing on-site hazardous materials, and would not create a significant hazard through upset or accident conditions involving excavated materials. Arsenic was detected in soil samples but at concentrations representative of regional background levels.

The Proposed Project's construction would require the use, transport, and disposal of hazardous materials; however, as detailed above, compliance with the applicable regulations and implementation of SWPPP and NPDES permit BMPs would ensure that no substantial risks would result to construction workers, the public, or the environment from reasonably foreseeable upset or accident conditions involving the use of hazardous materials for the Proposed Project's construction activities.

## **Operations**

Operations associated with the Proposed Project would include the use of hazardous and/or flammable materials, such as ammunition, tires, fuels, and flares. These materials would pose a potential health and safety risk to employees on-site and to individuals nearby in foreseeable upset and/or accident (e.g., fire) conditions. However, as discussed above, all hazardous materials would be either contained within the buildings (e.g., solvents and ammunition) or have appropriate containment measures. For example, flares would be stored in a fusee enclosure designed to allow flares to burn until all flames are extinguished. Cement-block walls surrounding the fusee enclosure on three sides would further minimize the potential for risk to humans or the environment from a potential accident/fire risk. In addition, implementation of the applicable provisions of USEPA, OSHA, Cal/OSHA, CalEPA, Cal OES, CAL FIRE, and CUPA permitting processes would fully address potential risks associated with all hazardous or flammable materials used during the Proposed Project's operation. Storage and use of these materials would not be significantly different from their use at the existing CHP Baldwin Park Area Office.

Therefore, with compliance with applicable regulations and implementation of applicable BMPs, this impact would be **less than significant**.

### **c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school—*Less than Significant***

Kellogg Polytechnic Elementary School is located at 610 Medina Street, approximately 0.1 mile south of the Project site, and CPP is adjacent to the Project site. As discussed in Section 3.9.3(a) above, hazardous materials would be limited to fuels, lubricating fluids, and solvents for use with construction equipment on site. Use of these hazardous materials would be localized to the Project site and potential for accidental on-site spills would be minimized through implementation of the SWPPP. As discussed in Section 3.3, "Air Quality," equipment used during construction and operation of the Proposed Project may emit DPM and gasoline fuel combustion emissions; however, these emissions would not substantially affect any nearby sensitive receptors. During operation, emissions would not exceed levels of concern with respect to health risk for nearby receptors, as reported in the HRA (see Appendix C). Any handling of hazardous materials or emission of hazardous substances during construction or operational activities would be in accordance with applicable local, state, and federal standards, ordinances, and regulations.

Following compliance with applicable regulations for hazardous materials, health and safety hazards near existing or proposed schools would be less than significant. Therefore, this impact would be **less than significant**.

### **d. Located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, create a significant hazard to the public or the environment—*No Impact***

The Proposed Project is not located on a historic Cortese list site. The nearest historic Cortese list sites are former LUSTs located at 2867 Surveyor Street, approximately 0.3 mile south of the Project site, and 212 Mercury Circle, approximately 0.4 mile southeast of the Project site.

(Avocet 2018a). Based on surface topography, local geology, and nearby groundwater information, groundwater is assumed to generally flow in a south-southwest direction making both cases downgradient of the Project site. In addition, both cases were deemed closed by the RWQCB in the 1990s. Because the Project site is not included on the Cortese list of hazardous materials sites compiled by DTSC in accordance with Government Code § 65962.5, the Proposed Project would not create a hazard to the public or the environment. Therefore, there would be **no impact**.

**e, f. Located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a private airport or public airport and result in a safety hazard for people residing or working in the study area—Less than Significant**

The Project site is located approximately 1 mile northwest of the Pomona Police Department Heliport and 2.4 miles southwest of Brackett Field Airport. The Project site is within the Airport Influence Area for Brackett Field (Los Angeles County 2005). A proposed 148-foot communications tower would be constructed as part of the Proposed Project. However, the Project site is within a conical airspace area allowing for structures up to 530 feet (approximately) in height (Los Angeles County 2005).

In addition, the Proposed Project would comply with the rules and regulations of CFR Title 47, Telecommunication, regarding the location and construction of the communications tower, registering the communications tower with FCC, and marking and lighting of the communications tower. Therefore, this impact would be **less than significant**.

**g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan—Less than Significant with Mitigation**

**Construction**

Construction-related employee vehicle trips and truck trips for the Proposed Project would potentially increase traffic on East Campus Drive and South Campus Drive over the duration of the construction period. An increase in vehicle traffic could impair the ability of emergency responders to reach their destinations. However, construction-related traffic would be temporary and only a limited number of employee vehicles and trucks would travel to and from the Project site on a daily basis. Access to the Project site and surrounding properties would be maintained at all times for fire and emergency response vehicles. To minimize the potential for the Proposed Project to interfere with an adopted emergency response plan or emergency evacuation plan, implementation of **Mitigation Measure TRA-1 (Prepare and Implement a Construction Traffic Management Plan)** would require preparation of a construction traffic management plan. Therefore, the impact from construction-related activities associated with the Proposed Project would be **less than significant with mitigation**.

**Operation**

Following Project construction, operation of the Proposed Project would result in an increase in trips to and from the Project site along South Campus Drive. The Proposed Project would

generate 618 total daily trips, 34 of which would occur during the AM peak hour and 29 of which would occur during the PM peak hour. This would not substantially affect existing level of service (LOS) with implementation of **Mitigation Measure TRA-2 (Adjust and Optimize Signal Timing Plans for Opening Year Plus Project Conditions)** and would not affect roadway safety. For a more detailed discussion on potential traffic impacts of the Proposed Project, please refer to Section 3.17, "Transportation." The Proposed Project's operations would be comparable to operation of the existing CHP Baldwin Park Area Office facility. The Proposed Project location would not adversely affect CHP activities or other emergency response activities for the region. Therefore, the impact from operations-related activities of the Proposed Project would be less than significant.

Overall, implementation of **Mitigation Measures TRA-1 and TRA-2** would reduce impacts on emergency response during construction and operation. Therefore, the Proposed Project's impacts on emergency response would be **less than significant with mitigation**.

**h. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires—*Less than Significant***

The region surrounding the Project site to the east, west, and south is mostly developed land associated with a university, residential neighborhood, and the Interstate. Approximately 0.3 mile to the north of the Proposed Project is an area zoned as a Very High Fire Hazard Severity Zone (VHFHSV) in a Local Responsibility Area, and is within incorporated city limits (CAL FIRE 2008). The City of Pomona General Plan designates some land near the Project site as High Fire Threat (City of Pomona 2014). The densely vegetated strip of trees and shrubs on the east side of East Campus Drive, as well as a portion of the CPP campus to the west of the Proposed Project site, have been designated as High Fire Threat areas. Much of the Project site is routinely plowed, although there are sparse patches of non-native vegetation scattered throughout the site, and a small orchard located within the Project site's northeastern portion. The Proposed Project's construction equipment within or near vegetated areas could potentially present an ignition source and fire hazard; however, the Proposed Project would be required to comply with Public Resources Code requirements for construction activities at sites covered by forest, brush, or grass (see the discussion in Section 3.9, "Hazards and Hazardous Materials – Regulatory Setting," under "California Department of Forestry and Fire Protection Wildland Fire Management"). Compliance with these measures would minimize the potential to expose people or structures to a significant risk of wildland fires.

Operational activities associated with the Proposed Project would include the storage of flares, ammunition, tires and other flammable materials on-site that could pose a potential fire risk. However, CHP would comply with extensive regulations so that substantial fire risks at the facility, and at any surrounding vegetated areas, would not result. Examples of compliance with these regulations would include a training program for employees and an emergency plan (Cal OES 2019). Implementation of the applicable provisions of OSHA, Cal/OSHA, California Emergency Management Agency (Cal EMA), and CAL FIRE would fully address potential risks associated with these flammable materials. Therefore, the impact from construction- and operation-related activities associated with the Proposed Project would be **less than significant**.



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## 1 3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Proposed Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner that would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.10.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

##### **Clean Water Act**

CWA is the primary federal law that protects the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. Key sections pertaining to water quality regulation for the hydrology and water quality impact evaluation are CWA § 303 and § 402.

##### **Section 303(d)—Listing of Impaired Water Bodies**

Under CWA § 303(d), states are required to identify “impaired water bodies” (i.e., those not meeting established water quality standards), identify the pollutants causing the impairment, establish priority rankings for waters on the list, and develop a schedule for the development of control plans to improve water quality. USEPA then approves the state's recommended list of impaired waters or adds and/or removes waterbodies.

##### **Section 402—NPDES Permits for Stormwater Discharge**

CWA § 402 regulates stormwater discharges to surface waters through the NPDES, which is officially administered by USEPA. In California, USEPA has delegated its authority to the SWRCB, which, in turn, delegates implementation responsibility to the nine RWQCB, as discussed below in reference to the Porter-Cologne Water Quality Control Act.

The NPDES program provides for both general (those that cover a number of similar or related activities) and individual (activity- or project-specific) permits.

**General Permit for Construction Activities:** Most construction projects that disturb 1.0 or more acre of land are required to obtain coverage under SWRCB's General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ). The General Permit requires that the applicant file a public notice of intent to discharge stormwater and prepare and implement a SWPPP. The SWPPP must include a site map and a description of the proposed construction activities, demonstrate compliance with relevant local ordinances and regulations, and present a list of BMPs that will be implemented to prevent soil erosion and protect against discharge of sediment and other construction-related pollutants to surface waters. Permittees are further required to monitor construction activities and report compliance to ensure that BMPs are correctly implemented and are effective in controlling the discharge of construction-related pollutants.

**Municipal Stormwater Permitting Program:** SWRCB regulates stormwater discharges from municipal separate storm sewer systems (MS4s) through its Municipal Storm Water Permitting Program (SWRCB 2013). Permits are issued under two phases depending on the size of the urbanized area/municipality. Phase I MS4 permits are issued for medium (population between 100,000 and 250,000 people) and large (population of 250,000 or more people) municipalities, and are often issued to a group of co-permittees within a metropolitan area. Phase I permits have been issued since 1990. Beginning in 2003, SWRCB began issuing Phase II MS4 permits for smaller municipalities (population less than 100,000).

The Proposed Project is located in unincorporated Los Angeles County, which is covered under the Phase I MS4 permit (Order No. R4-2012-0175, NPDES No. CAS004001, amended by Order WQ 2015- 0075) issued to the Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the coastal watersheds of Los Angeles County with the exception of the City of Long Beach. This permit includes total maximum daily load (TMDL) provisions designed to ensure that permittees achieve waste load allocations (WLAs) and meet other requirements of TMDLs covering receiving waters impacted by the permittees' MS4 discharges. Among the TMDL provisions are applicable water-quality-based effluent limitations for trash, compliance options that permittees may use to achieve compliance with the effluent limitations for trash, and monitoring and reporting requirements related to the effluent limitations for trash (Los Angeles RWQCB 2016).

### **Federal Emergency Management Agency**

FEMA produces flood insurance rate maps that identify special flood hazard areas. The maps further classify these areas into "zones" that broadly characterize the potential risk of an area being inundated by a 100-year or 500-year flood in any given year.

### ***State Laws, Regulations, and Policies***

#### **Porter–Cologne Water Quality Control Act**

The Porter–Cologne Water Quality Control Act (known as the Porter–Cologne Act), passed in 1969, dovetails with CWA (see discussion of the CWA above). It established the SWRCB and divided the state into nine regions, each overseen by an RWQCB. The SWRCB is the primary state agency responsible for protecting the quality of the state's surface water and groundwater supplies; however, much of SWRCB's daily implementation authority is delegated to the nine RWQCBs, which are responsible for implementing CWA §§ 401, 402, and 303[d]. In general, SWRCB manages water rights and regulates statewide water quality, whereas RWQCBs focus on water quality within their respective regions.

The Porter–Cologne Act requires RWQCBs to develop water quality control plans (also known as basin plans) that designate beneficial uses of California's major surface water bodies and groundwater basins and establish specific narrative and numerical water quality objectives for those waters. Beneficial uses represent the services and qualities of a waterbody (i.e., the reasons that the waterbody is considered valuable). Water quality objectives reflect the standards necessary to protect and support those beneficial uses. Basin plan standards are primarily implemented by regulating waste discharges so that water quality objectives are met.

The Project site is located in the San Gabriel Hydrologic Unit, Upper San Jose Creek Sub-Area, and is under the jurisdiction of the Los Angeles RWQCB (Los Angeles RWQCB 2014). The Water Quality Control Plan for the Los Angeles Region (Los Angeles RWQCB 2014) establishes the following beneficial uses of San Jose Creek (Reach 1 – San Gabriel River Reach 3 to Temple Ave; and Reach 2 – Temple Ave to I-10 at White Ave): municipal water supply (MUN), Ground Water Recharge (GWR), Warm Freshwater Habitat (WARM), Wildlife Habitat (WILD), Water Contact Recreation (REC1), and Non-contact Water Recreation (REC2).

## **Sustainable Groundwater Management Act**

The Sustainable Groundwater Management Act (SGMA), passed in 2014, became law in 2015 and created a legal and policy framework to locally manage groundwater sustainably. SGMA allows local agencies to customize groundwater sustainability plans to their regional economic and environmental conditions and needs, and establish new governance structures, known as Groundwater Sustainability Agencies (GSAs). SGMA requires that a groundwater sustainability plan (GSP) be adopted for high and medium priority groundwater basins in California by 2020 for basins with critical overdraft. Low and very low priority basins are not required to adopt GSPs. GSPs are intended to facilitate the use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results (e.g., chronic lowering of groundwater levels).

The San Gabriel Valley Basin – Spadra Subbasin, which includes the Project site, is designated as a very low priority basin under SGMA (California Department of Water Resources [DWR] 2018a). However, the Spadra Subbasin itself is designated as a high priority basin under SGMA. The City of Pomona and the Walnut Valley Water District formed the Spadra Groundwater Basin GSA in 2017 and are developing a GSP to manage the basin (DWR 2018b).

### **3.10.2 Environmental Setting**

#### ***Topography***

The Project site is undeveloped agricultural land located on the northwest corner of South Campus Drive and East Campus Drive in Los Angeles County adjacent to the City of Pomona, California. Located to the east of downtown Los Angeles, the San Gabriel Valley is one of the principal valleys of Southern California and is bounded by the San Gabriel Mountains to the north, the Puente Hills to the south, the Chino and San Jose Hills to the east, and the San Rafael Hills to the west (Avocet 2018a). The site is relatively flat with no pronounced high points or depressions. Surface water drainage at the site appears to be by sheet flow along the existing ground contours to the west-southwest.

#### ***Climate***

The Project area has a semi-arid climate characterized by warm summers, mild winters, infrequent seasonal rainfall, and moderate humidity. Average temperatures range from the high 50s °F to the low 90s °F in the summer and high 30s °F to low 70s °F in the winter (Western Regional Climate Center 2019). Local annual average rainfall at the Project site is 17 inches, with the majority of precipitation occurring between November and April (Western Regional Climate Center 2019).

#### ***Hydrology and Water Quality***

The Project site is situated in the South Coast Hydrologic Region, specifically within the San Gabriel Valley Basin. The closest surface waters to the Proposed Project site are the mainstem of San Jose Creek (also called Thompson Wash), approximately 100 feet south of the Project site, and South San Jose Creek, approximately 2,775 feet south. San Jose Creek runs on the south side and parallel to South Campus Drive. Both branches of San Jose Creek flow in engineered, concrete-box channels and converge 2.6 miles southwest of the site (USGS 2018).

San Jose Creek continues westward through Puente Valley and merges with the San Gabriel River approximately 12.5 miles to the southwest of the site.

San Jose Creek near the Project site is listed on the CWA 303(d) list of impaired water body segments for indicator bacteria (SWRCB 2017a). Approximately 4,800 feet farther downstream of the Proposed Project site, San Jose Creek is listed as impaired for ammonia, indicator bacteria, pH, total dissolved solids, and toxicity (SWRCB 2017b).

### ***Stormwater***

The Project site consists of approximately 6 acres of undeveloped, former agricultural land gradually sloping west-southwest. Surface runoff sheet-flows off site to city streets and existing stormwater infrastructure before draining directly into San Jose Creek. A storm drain is present southwest of the Project site along South Campus Drive, which connects to an outfall via a lateral pipe (Los Angeles County Public Works, No Date).

The Proposed Project would involve development of approximately 5 acres within the approximately 6-acre site. Approximately 3.9 acres of this area would be impervious surfaces; the remainder of the site would be unpaved, such as for landscaping and stormwater management. Additionally, the Proposed Project would involve resurfacing of approximately 0.5 acre (22,740 ft<sup>2</sup>) of roadway and sidewalks along South Campus Drive and East Campus Drive adjacent to the Project site.

Stormwater generated at the Project site would be conveyed to the City of Pomona's existing stormwater drainage system via a new stormwater pipe. The new pipe would connect to an existing 72-inch-diameter stormwater pipe located on CPP's campus approximately 120 feet west of the Proposed Project site. Responsibility for portions of the stormwater infrastructure system and maintenance in the Project vicinity is shared by the City of Pomona, Los Angeles County, and CPP.

### ***Groundwater***

The Project site lies above the San Gabriel Valley Groundwater Basin, San Gabriel Valley Subbasin (Groundwater Basin No. 4-013), and is managed by the Spadra Basin GSA. The San Gabriel Valley Groundwater Basin is located in eastern Los Angeles County and includes the water-bearing sediments underlying most of the San Gabriel Valley and a portion of the upper Santa Ana Valley (DWR 2004).

Shallow groundwater at the Project site is estimated to generally follow surface topography and flow south-southwest toward the Walnut Valley. However, investigations within CPP's campus immediately west of the Project site typically encounter shallower, perched groundwater between 30 and 50 feet bgs, flowing to the northeast (Avocet 2018a). Thus, it is assumed that the Project site is similarly underlain by perched groundwater that flows to the northeast, although there may be a deeper water-bearing zone in which groundwater flows to the southwest.

During a Phase II Environmental Site Investigation conducted for the Proposed Project in September 2018, perched groundwater was not encountered in any of the borings to the maximum depth investigated of 50 feet bgs along the western perimeter of the site (Avocet 2018b). However, groundwater elevations vary seasonally and temporally; groundwater

seepage was encountered at depths of 26 and 36 bgs during geotechnical exploratory borings conducted November 2017 (Geocon West, Inc. 2018).

### ***Floodplains and Tsunamis***

The Project site is located within a FEMA-designated Zone X, an area with a 0.2 percent annual chance of flood (i.e., 500-year flood hazard area) (FEMA 2008). The Project site is not within the mapped dam inundation area for Puddingstone Reservoir and Dam, Live Oak Reservoir, San Antonio Dam, or any other dam (City of Pomona 2014). The Project site is located approximately 25 miles inland from the coast and is not within a tsunami inundation area.

## **3.10.3 Discussion of Checklist Responses**

### **a. Violate any water quality standards, waste discharge requirements or otherwise substantially degrade water quality—*Less than Significant***

#### ***Construction***

Construction of the Proposed Project would involve ground disturbance that could result in sediments being transported into local storm drainage systems, thereby degrading the quality of receiving waters. Construction would also include the potential storage, use, transport, and/or disposal of hazardous materials (e.g., fuels, oils, solvents) used for construction equipment. Accidental spills of these materials or improper material disposal could pose a risk to the groundwater underlying the spill or disposal area if the materials seep into the soil or groundwater. In addition, ground-disturbing activities (such as trenching) during Project construction could potentially expose groundwater, thereby providing a direct pathway by which hazardous materials could enter groundwater and potentially impair its quality. Improper disposal of dewatering effluent could also pose a potential threat to surface water or groundwater quality if the dewatered groundwater was polluted and transported to surface waters or groundwater. Hazardous materials spills on the Project site could affect surface water if they enter the existing stormwater system near the Project site and ultimately were transported to the stormwater system's receiving waterbodies, such as San Jose Creek just south of the Project site.

As discussed further in Section 3.9, "Hazards and Hazardous Materials," storage or use of hazardous materials for Project construction activities would be limited and would be performed in compliance with all applicable federal, state, and local hazardous materials and hazardous waste regulations. No chemical processing or storage or stockpiling of substantial quantities of hazardous materials would take place at the Project site other than what would be necessary for standard construction activities. Furthermore, the State and/or its contractor would dispose of hazardous materials at an appropriate hazardous materials disposal facility or landfill in accordance with all applicable federal, state, and local hazardous materials and hazardous waste regulations.

The Proposed Project also would be required to comply with applicable NPDES permits such as the NPDES General Permit for Construction Activities. As part of its compliance with this permit, the State and/or its contractor would prepare a SWPPP and prevent polluted dewatered groundwater from being discharged to surface waters or groundwater.

Compliance with these measures would prevent substantial impacts to surface or groundwater quality from occurring. Therefore, this impact would be **less than significant**.

### ***Operation***

As detailed in Chapter 2, *Project Description*, and Section 3.9, "Hazards and Hazardous Materials," operation of the Proposed Project would include the use and storage of hazardous materials, including fuel and oils, and would generate hazardous wastes from vehicle maintenance activities. These hazardous materials and wastes could result in an impact on water quality if transported to downstream surface waters (through the stormwater drainage infrastructure) or into soils or groundwater; however, all hazardous materials would be either contained within the buildings (e.g., solvents used for cleaning of guns) or have appropriate containment measures. Specifically, hazardous materials stored outdoors would be kept in containers that have secondary or tertiary containment. With implementation of the above protocols, this impact would be less than significant.

In conclusion, given compliance with existing regulations, groundwater and surface water quality would be protected during construction and operation of the Proposed Project. Therefore, this impact would be **less than significant**.

### **b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin—*Less than-Significant***

The Proposed Project would develop approximately 5 acres of the 6-acre site and convert 3.9 acres (approximately) of undeveloped land to impervious surface area, with the remainder of the site reserved for landscaping and stormwater management. An increase of impervious surface can reduce local groundwater recharge by preventing water falling on the site as precipitation from infiltrating into the soil and groundwater below. While the Project's addition of impervious surface area could limit local recharge to some degree, the Project site is not a principal recharge area for the San Gabriel Valley Groundwater Subbasin. Recharge of the basin occurs mainly from direct percolation of precipitation and percolation of stream flow from the surrounding mountains and imported water conveyed in the San Gabriel River channel. As such, the conversion of 3.9 acres to impervious surface would not substantially affect overall rates of recharge for the San Gabriel Valley Groundwater Subbasin. Additionally, landscaped areas and an on-site stormwater retention basin would allow infiltration of precipitation and not significantly alter local groundwater recharge rates.

Construction-related water demands for dust control over the anticipated 24-month construction period would be met using water trucks. Project construction activities are unlikely to encounter substantial quantities of groundwater or require substantial dewatering.

The Proposed Project would not substantially decrease groundwater supplies such that the Project would impede sustainable groundwater management. As a result, this impact would be **less than significant**.



**c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**i, iii. Result in substantial erosion or siltation on- or off-site, or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff—*Less than Significant***

Development of the Proposed Project would involve ground-disturbing construction activities and the creation of impermeable surfaces, both of which would alter the existing drainage pattern of the site.

During construction, clearing, vegetation removal, grading, and other ground-disturbing activities would expose soils within the Project site and alter the on-site drainage patterns, thereby potentially increasing on-site susceptibility to erosion. As described in item 3.10.3(a) above, however, the Project would be subject to the NPDES General Construction Permit, which would require preparation and implementation of a SWPPP, including measures to prevent erosion and discharge of contaminants. As such, impacts associated with erosion and siltation from construction site stormwater discharges would be avoided or minimized.

The Proposed Project would create approximately 3.9 acres of impermeable surfaces, which could alter or increase the Project site's runoff flow patterns and quantities. In addition, during Project operation, vehicular use of the Project's parking areas could result in the transfer of pollutants (such as fuels and oils) onto the parking area surface, which could be flushed into local stormwater drainages and, ultimately, into surface waters.

The design of the Proposed Project would include infrastructure to capture on-site runoff flows, dissipate erosive energy, and provide water quality treatment before discharging captured runoff into the existing stormwater system and ultimately into the receiving surface waters. The Proposed Project's stormwater infrastructure is anticipated to include, but would not be limited to, a stormwater retention basin. In addition, applicable state water quality regulations would require implementation of BMPs and other post-construction measures to minimize the discharge of pollutants into the Los Angeles County's MS4 system, as described in the Phase I NPDES MS4 Permit. BMPs applicable to the Proposed Project would include source control; low-impact development; and structural and non-structural BMPs, as defined in the Phase I NPDES MS4 Permit (Order No. R4-2012-0175, NPDES No. CAS004001, amended by Order WQ 2015-0075). Inclusion of these features would avoid or minimize the potential impacts described above. Therefore, this impact would be **less than significant**.

**ii. Substantially increase the rate or amount of surface runoff resulting in flooding on-site or off-site—*Less than Significant***

No streams or other surface waters are present within the Project site or the road improvement and utility connection areas. San Jose Creek is located approximately 100 feet south of the Project site south, adjacent to South Campus Drive. The Proposed Project would include construction-related grading activities and the development of impermeable surfaces that would alter the Project site's existing drainage patterns; however, the Proposed Project's

1 stormwater infrastructure would ensure that the rate or amount of surface runoff from the  
2 project site would be reduced before discharge to the existing stormwater infrastructure.  
3 Thus, the Proposed Project would not result in flooding on or off site. As a result, this impact  
4 would be **less than significant**.

5 **d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due**  
6 **to project inundation—*No Impact***

7 The Project site is not within a tsunami inundation area or a 100-year-flood hazard area. The  
8 Project is not located near a reservoir or other large surface waterbody; therefore, potential  
9 impacts from a seiche are discountable. The Project also is relatively flat and not near any sloped  
10 areas that could generate mudflow. Therefore, **no impact** would occur with regard to these  
11 hazards.

12 **e. Conflict with or obstruct implementation of a water quality control plan**  
13 **or sustainable groundwater management plan—*No Impact***

14 The Proposed Project involves the construction and operation of a replacement CHP Area Office  
15 and associated improvements. It would not obstruct implementation of the Los Angeles RWQCB's  
16 Water Quality Control Plan (Basin Plan) nor would it conflict with any sustainable groundwater  
17 management plan. As stated above, the Proposed Project would not contribute substantial  
18 sources of polluted runoff and would not substantially decrease groundwater supplies.  
19 Furthermore, the Proposed Project would be required to obtain LEED silver certification and  
20 would feature water-efficient fittings and fixtures to conserve water. In this regard, the new  
21 facility would likely be more water-efficient than the existing CHP facility in Baldwin Park.  
22 Therefore, **no impact** would occur.

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## 3.11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.11.1 Regulatory Setting

Development activities on state-owned land are exempt from local laws, regulations, and policies. However, such laws, regulations, and policies may apply to development activities not located on the Project site (e.g., connections to infrastructure within the public right-of-way). Local laws, regulations, and policies applicable to the Proposed Project are listed in Appendix A.

### 3.11.2 Environmental Setting

The Proposed Project site is located on land owned by CPP in a portion of unincorporated Los Angeles County known as Walnut Islands (Figure 2-3). The site is at the east edge of the CPP campus. The City of Pomona boundary abuts the CPP campus just east of the Project site, across South Campus Drive and San Jose Creek.

The northern half of the Project site serves as an equipment storage area for CPP agricultural activities. Equipment on the site includes two vacant trailers, a conex box, grain silos, a shed, dirt, gravel and mulch piles, pipes, and other materials and debris. The southern half of the property is planted in row crops. A small orange orchard is located in the northeastern side of the property along East Campus Drive.

Buildings located directly west of the parcel are related to facility management for the university and include warehouses, custodial offices, procurement and receiving offices, and tractor and auto shops. The area north of the site is vacant land. To the east, between East Campus Drive and the southbound on-ramp and travel lanes of State Route 71, is a landscaped setback area. South of the site, beyond South Campus Drive and San Jose Creek, are a residential neighborhood and Kellogg Polytechnic Elementary School.

The Project site, along with the surrounding CPP property, is designated Public and Semi-Public (P) in the Los Angeles County General Plan 2035 (Los Angeles County 2015). This designation allows public and semi-public facilities and community-serving uses, including public buildings and campuses, schools, hospitals, cemeteries, and fairgrounds; airports and other major transportation facilities. Also permitted are other major public facilities, including planned facilities that may be public-serving but may not be publicly accessible. The

entire CPP property, including the Project site and the Project's western utility connection area, is zoned Light Agricultural (A-1-7000). This designation allows single-family residences, crops, greenhouses, and raising of livestock. The general plan also designates Agricultural Resource Areas, areas of farmland identified by the California Department of Conservation and farms that have received permits from the County Agricultural Commissioner/Weights and Measures. The County encourages the preservation and sustainable utilization of agricultural land, agricultural activities, and compatible uses within these areas.

The CPP Master Plan (2000) designates the Project site as Academic Agricultural, which allows animal, crop, lab, support facilities, and research-related uses. Pastures are intended to be used as grazing land. This area includes outdoor crop and animal laboratories as well as indoor academic laboratories. The master plan does not identify any specific future plans for the Project area; however, the discussion of planning issues notes that academic agricultural areas are essentially open space and have value as the area becomes more urbanized.

The residential area south of the site in Pomona is designated in the City of Pomona General Plan (2014) as Traditional (T3), which permits a variety of small-scale, primarily single-family housing types and limited attached housing types that are compatible with adjacent homes. The Kellogg Polytechnic Elementary School site is designated Special Campus (SC), which allows a site-specific land use determination. The eastern portion of the Project's utility connection area along South Campus Drive is designated as residential neighborhood by the City of Pomona.

### 3.11.3 Discussion of Checklist Responses

#### a. Divide an established community—*No Impact*

The Project involves construction of a replacement CHP office facility on a site currently used for academic agriculture at CPP. Some off-site utility infrastructure improvements may be needed to serve the site; these would be provided through connection to existing City of Pomona's, the CPP's, and/or Los Angeles County's infrastructure. The Project would not divide any portion of the established CPP community or the adjacent Pomona residential neighborhood, or disrupt any adjacent land uses. Therefore, there would be **no impact** associated with division of an established community.

#### b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect—*Less than Significant*

As described above, development activities on state-owned land are exempt from local laws, regulations, and policies. However, such laws, regulations, and policies may apply to development activities not located on the Project site (e.g., connections to infrastructure within the public right-of-way). This analysis of land use consistency is provided in the context of those off-site activities and to reflect CHP's intent to coordinate with local jurisdictions as a good neighbor.

1 The Los Angeles County General Plan has designated the entire Project area, as well as the  
2 rest of the CPP property, as Public and Semi-Public; the site is zoned Light Agriculture. CPP  
3 has used the property to provide hands-on educational opportunities for students in the  
4 College of Agriculture. The Project site currently serves as an equipment storage area and  
5 contains row crops and an orange orchard. Construction and operation of a CHP Area Office  
6 at the site would meet the Los Angeles County zoning code definition for public or semi-public  
7 uses. Development at the site would be similar to that on the CPP campus, which is also zoned  
8 Light Agriculture. Although the CPP Master Plan designates the site as Academic Agricultural,  
9 no specific plans for the site are identified that would be impaired or prevented by the  
10 Proposed Project.

11 Implementation of the Proposed Project may require construction of off-site infrastructure  
12 improvements in or adjacent to the roadways (South Campus Drive) and the Pomona  
13 residential neighborhoods adjacent to the utility connection areas. The types of  
14 improvements required would be compatible with the infrastructure currently in place to  
15 serve the neighborhood and existing uses on and around the Project site. The County  
16 encourages the preservation and sustainable utilization of agricultural land, agricultural  
17 activities, and compatible uses by designating Agricultural Resource Areas; however, the  
18 Project site, and the utility connection areas, are not designated as such. The County has no  
19 ordinance relating to protection and/or removal of trees.

20 Based on the information provided above regarding land uses at the Project site, the  
21 Proposed Project would not result in any conflicts with applicable land use plans, policies, or  
22 regulations; the impact would be **less than significant**.

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## 3.12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.12.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

No federal regulations are applicable to mineral resources in relation to the Proposed Project.

#### ***State Laws, Regulations, and Policies***

##### **Surface Mining and Reclamation Act of 1975**

The Surface Mining and Reclamation Act of 1975 (SMARA) requires that the State Mining and Geology Board identify, map, and classify aggregate resources throughout California that contain mineral resources of regional significance. The main objective of the SMARA classification-designation process is to ensure that mineral resources will be available when needed. Local jurisdictions are required to enact planning procedures to guide mineral conservation and extraction at particular sites and to incorporate mineral resource management policies into their general plans.

There are four Mineral Resource Zone (MRZ) classification-designations used in SMARA. These MRZ's are defined below (CDOC 1996):

- MRZ – 1: Areas where adequate geologic information indicates no presence of significant mineral deposits, or where it is determined that there is little likelihood of the existence of these deposits.
- MRZ – 2: Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic, geologic principles and adequate data demonstrate that the likelihood for occurrence of significant mineral deposits is high.
- MRZ – 3: Areas containing mineral deposits, the significance of which cannot be evaluated from available data.



- MRZ – 4: Areas where available information is inadequate for assignment to any other MRZ zone.

### 3.12.2 Environmental Setting

No identified mineral resources are located on the Project site (CDOC 1983, 2007a). There are state-designated significant aggregate resources in the Claremont-Upland P-C region and north San Gabriel Valley P-C Region in proximity to the Project location (CDOC 1982). The Irwindale Production Area is located northwest of the Project site. The closest active mining operation in this area is Cemex Azusa Quarry (Mine ID #91-19-007) approximately 7.8 miles northwest of the site (CDOC 2016a). Northeast of the Project site the City of Upland also has mining operations, the closest of which is Foothill Quarry and Plant (Mine ID #91-36-0006) located approximately 7.2 miles northeast of the Project site (CDOC 2016b). Both sites produce sand and gravel (CDOC 2016a, 2016b). There are no mining operations located on the Proposed Project site, nor are there any known wells or oil and gas resources (Los Angeles County 2015a). No present or prospective mining sites are located within 7 miles of the Proposed Project site.

The Proposed Project is located in an area designated as MRZ-3 (CDOC 2007a). As described in Section 3.11.1 above, this classification indicates that this area contains known or inferred mineral occurrences of undetermined mineral resource significance. Immediately surrounding the Project boundaries are areas designated as urban and MRZ-1. Present land uses surrounding the Project area are incompatible with mining due to urbanization. In 1984, 1,300 million tons of designated resources (including reserves) were identified in the Claremont-Upland P-C Region (CDOC 1984). Land classified as MRZ-2 is located in Pomona City jurisdiction, but no active aggregate operations exist (CDOC 2007b, 2016a, 2016b). No land classified as MRZ-2 is located within 2 miles of the Project site.

### 3.12.3 Discussion of Checklist Responses

**a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state—*Less than Significant***

The Proposed Project would develop the 6-acre site currently containing minimal impervious surface. Such development would limit the ability for mineral resource development and extraction at this site, but would not permanently affect any mineral resources that underlie the site. The Project site is located in a suburban area and construction activities associated with the Proposed Project would not occur within areas identified for potential mineral recovery. Therefore, this impact would be **less than significant**.

**b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan—*Less than Significant***

The Project site is not identified as a locally important mineral recovery site; however, the absence of significant mineral resources has not been confirmed in this location. The Project is adjacent to the City of Pomona's urban limits where land use is incompatible with mining. The City of Pomona General Plan does not analyze any mineral resources, nor provide policies

1 and goals regarding the preservation of mineral resources within the City (City of Pomona  
2 2014). Additionally, the Los Angeles County General Plan does not identify any locally  
3 important mineral resource in the Project area and the Project would not interfere with the  
4 County's Mineral Resource Zone Protection Policies (Policy C/NR 10.1-10.6) (Los Angeles  
5 2015a, 2015b). Therefore, the Proposed Project would have a **less than significant** impact  
6 on the availability or recovery of a locally important mineral resource.

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### 1 3.13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public-use airport, would the project expose people residing or working in the project site to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 2 3.13.1 Overview of Noise and Vibration Concepts and Terminology

##### 3 **Noise**

4 In the CEQA context, noise can be defined as unwanted sound. Sound is characterized by  
 5 various parameters, including the rate of oscillation of sound waves (frequency), the speed  
 6 of propagation, and the pressure level or energy content (amplitude). In particular, the sound  
 7 pressure level is the most common descriptor used to characterize the loudness of an ambient  
 8 sound level, or sound intensity. The decibel (dB) scale is used to quantify sound intensity.  
 9 Because sound pressure can vary enormously within the range of human hearing, a  
 10 logarithmic scale is used to keep sound intensity numbers at a convenient and manageable  
 11 level. The human ear is not equally sensitive to all frequencies in the spectrum, so noise  
 12 measurements are weighted more heavily for frequencies to which humans are sensitive,  
 13 creating the A-weighted decibel (dBA) scale.

14 Different types of measurements are used to characterize the time-varying nature of sound.  
 15 Below are brief definitions of these measurements and other terminology used in this  
 16 chapter.

- **Decibel (dB)** is a measure of sound on a logarithmic scale that indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
- **A-weighted decibel (dBA)** is an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Maximum sound level ( $L_{max}$ )** is the maximum sound level measured during a given measurement period.
- **Minimum sound level ( $L_{min}$ )** is the minimum sound level measured during a given measurement period.
- **Equivalent sound level ( $L_{eq}$ )** is the equivalent steady-state sound level that, in a given period, would contain the same acoustical energy as a time-varying sound level during that same period.
- **Percentile-exceeded sound level ( $L_{xx}$ )** is the sound level exceeded during x percent of a given measurement period. For example,  $L_{10}$  is the sound level exceeded 10 percent of the measurement period.
- **Day-night sound level ( $L_{dn}$ )** is the energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels during the period from 10:00 p.m. to 7:00 a.m. (typical sleeping hours). This weighting adjustment reflects the elevated sensitivity of individuals to ambient sound during nighttime hours.
- **Community noise equivalent level (CNEL)** is the energy average of the A-weighted sound levels during a 24-hour period, with 5 dB added to the A-weighted sound levels between 7:00 p.m. and 10:00 p.m. and 10 dB added to the A-weighted sound levels between 10:00 p.m. and 7:00 a.m.

In general, human sound perception is such that a change in sound level of 3 dB is barely noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level. **Table 3.13-1** presents approximate noise levels for common noise sources, measured adjacent to the source.

**Table 3.13-1. Examples of Common Noise Levels**

Common Outdoor Activities	Noise Level (dBA)
Jet flyover at 1,000 feet	110
Gas lawnmower at 3 feet	100
Diesel truck at 50 feet traveling 50 miles per hour	90
Noisy urban area, daytime	80
Gas lawnmower at 100 feet, commercial area	70
Heavy traffic at 300 feet	60
Quiet urban area, daytime	50
Quiet urban area, nighttime	40
Quiet suburban area, nighttime	30

Common Outdoor Activities	Noise Level (dBA)
Quiet rural area, nighttime	20

Source: Caltrans 2009

## **Vibration**

Ground-borne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be composed of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in Hertz (Hz). Most environmental vibrations consist of a composite, or “spectrum,” of many frequencies. The normal frequency range of most ground-borne vibrations that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz. Vibration information for this analysis has been described in terms of the peak particle velocity (PPV), measured in inches per second, or of the vibration level measured with respect to root-mean-square vibration velocity in decibels (VdB), with a reference quantity of 1 micro-inch per second.

Vibration energy dissipates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. High-frequency vibrations reduce much more rapidly than do those characterized by low frequencies, so that in a far-field zone distant from a source, the vibrations with lower frequency amplitudes tend to dominate. Soil properties also affect the propagation of vibration. When ground-borne vibration interacts with a building, a ground-to-foundation coupling loss usually results but the vibration also can be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows, shaking of loose items, or the motion of building surfaces. In some cases, the vibration of building surfaces also can be radiated as sound and heard as a low-frequency rumbling noise, known as ground-borne noise.

Ground-borne vibration is generally limited to areas within a few hundred feet of certain types of industrial operations and construction/demolition activities, such as pile driving. Road vehicles rarely create enough ground-borne vibration amplitude to be perceptible to humans unless the receiver is in immediate proximity to the source or the road surface is poorly maintained and has potholes or bumps. Human sensitivity to vibration varies by frequency and by receiver. Generally, people are more sensitive to low-frequency vibration. Human annoyance also is related to the number and duration of events; the more events or the greater the duration, the more annoying it becomes.

### **3.13.2 Regulatory Setting**

#### ***Federal Laws, Regulations, and Policies***

No federal laws, regulations, or policies for construction-related noise and vibration that apply to the Proposed Project. However, the Federal Transit Administration (FTA) Guidelines for Construction Vibration in Transit Noise and Vibration Impact Assessment state that for evaluating daytime construction noise impacts in outdoor areas, a noise threshold of 90 dBA  $L_{eq}$  and 100 dBA  $L_{eq}$  should be used for residential and commercial/industrial areas, respectively (FTA 2018).

1 For construction vibration impacts, the FTA guidelines use an annoyance threshold of 80 VdB  
2 for infrequent events (fewer than 30 vibration events per day) and a damage threshold of  
3 0.12 inches per second (in/sec) PPV for buildings susceptible to vibration damage (FTA  
4 2018).

### 5 ***State Laws, Regulations, and Policies***

6 California requires each local government entity to implement a noise element as part of its  
7 general plan. California Administrative Code, Title 4, presents guidelines for evaluating the  
8 compatibility of various land uses as a function of community noise exposure. The state land  
9 use compatibility guidelines are listed in **Table 3.13-2**.

1 **Table 3.13-2. State Land Use Compatibility Standards for Community Noise Environment**

Land Use Category	Community Noise Exposure - $L_{dn}$ or CNEL (db)						
	50	55	60	65	70	75	80
Residential – Low Density Single Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging – Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							
<b>Normally Acceptable</b>	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.						
<b>Conditionally Acceptable</b>	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.						
<b>Normally Unacceptable</b>	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.						
<b>Clearly Unacceptable</b>	New construction or development generally should not be undertaken.						

2 *Source: California Governor's Office of Planning and Research 2017*



### 3.13.3 Environmental Setting

The Project site is on undeveloped land adjacent to CPP. With respect to groups that could be exposed to noise generated by the Proposed Project, residential, educational, and recreational land uses are located near the Project site. The approximate distance to nearby sensitive receptors was determined from the center of the Project site, as recommended by the FTA (2018).

The nearest residences are located 500 feet to the south on Kellogg Park Drive and Hennipen Street. Kellogg Park and Kellogg Polytechnic Elementary School are located 700 and 1,030 feet, respectively, to the southwest. U.S HealthWorks Urgent Care is 2,150 feet northeast of the Project site.

The area is subject to noise emanating from vehicular traffic, in particular from State Route 57 and Interstate 10. Other sources of transportation noise in the area include the Southern Pacific railroad line approximately 1,200 feet to the south and the Union Pacific railroad line 2,900 feet to the southeast. The Project is located approximately 1-mile northwest of the Pomona Police Department Heliport. Ambient noise in the Project site is also influenced by the nearby university and residential activities (i.e., landscape maintenance, delivery vehicles, people talking, parking lot vehicle movements, and car doors closing).

### 3.13.4 Discussion of Checklist Responses

#### **a. Substantial temporary or permanent increase in ambient noise levels noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state or federal standards—*Less than Significant***

The Proposed Project would generate noises associated with construction activities, which would be temporary and cease once construction is complete. Operational noise sources would include vehicle traffic from CHP staff, visitors, and delivery vehicles, short testing of vehicle sirens as CHP vehicles are taken on shift, and noise from automobile maintenance repair activities. Periodic noises would be associated with operation of the emergency generator during power outages and testing of building sirens associated with CHP operations.

Activities on the state-owned land would be exempt from local noise standards. Regardless, the Los Angeles County Noise Ordinance is informative as it indicates what is typically considered appropriate for construction-related noise and public safety sirens in the Project vicinity. The Proposed Project would be consistent with the Los Angeles County Noise Ordinance, which places limits on construction between 7:00 p.m. and 7:00 a.m. Monday through Saturday and any time on Sundays or holidays. The ordinance also places limits on noise levels from construction reaching various receptors. Signaling devices used for emergency purposes or testing are also exempt from regulation.

The Project's proposed utility connection areas are partially located within the City of Pomona's and the County of Los Angeles' jurisdiction outside of state-owned land (see Figure 2-3). The City of Pomona's noise ordinance establishes an exterior noise level threshold of 60 dB at residential properties during the daytime (7:00 a.m. to 10 p.m.). In addition, the City's

ordinance exempts daytime construction and vibration activities as long as the activities do not exceed the noise standard of 65 dB, as well as interior noise limits, on residential property, and any vibration does not endanger public safety or health.

The Los Angeles County Noise Ordinance assigns an exterior noise level threshold of 50 dB at residential properties during the daytime; however, during construction a higher threshold of 75 dBA for noise from mobile equipment applies. The Los Angeles County General Plan contains multiple standards for noise levels not to be exceeded for different durations per hour, with 70 dBA not be exceeded at any time at residential receptors. Much of the Project site and many of the nearest sensitive receptors are within the 65 and 70 CNEL noise contours provided in the City of Pomona General Plan (City of Pomona 2014) due to noise from nearby transportation sources. Therefore, the Proposed Project should ensure that the proposed uses do not result in a noise increase above existing background levels.

Further discussion of the anticipated noise associated with Proposed Project's construction and operation, and consistency with relevant guidance, is provided below.

### **Construction**

Because some residential and educational receptors are located near the Project site, an evaluation of the noise levels compared to the values recommend by FTA was conducted. The FTA has established guidance on noise and vibration impact assessments for construction equipment (FTA 2018). The FTA recommends that, for a rough estimate of construction noise levels, the noisiest two pieces of equipment be used to analyze the anticipated noise levels at sensitive receptors assuming the following:

- full power operation for a full one hour is assumed,
- there are no obstructions to the noise travel paths,
- typical noise levels from construction equipment are used, and
- all pieces of equipment are assumed to operate at the center of the project site.

Using these assumptions, the noise levels at specific distances can be obtained using the following equation:

$$L_{eq}(equip) = EL_{50ft} - 20 \log_{10}(D/50)$$

Where:

$L_{eq}(equip)$  = the noise emission level at the receiver at distance D over 1 hour.

$EL_{50ft}$  = noise emission level of a particular piece of equipment at reference distance of 50 feet.

D = the distance from the receiver to the piece of equipment in feet.

In order to add the two noisiest pieces of equipment together, the following equation applies:

$$L_{total} = 10 \log_{10}(10^{\frac{L_1}{10}} + 10^{\frac{L_2}{10}})$$

Where:

$L_{total}$  = The noise emission level of two pieces of equipment combined

$L_1$  = The noise emission level of equipment type 1

$L_2$  = The noise emission level of equipment type 2

Noise levels at the Proposed Project's nearest sensitive receptors generated by equipment used during project construction were estimated by using the FTA reference guide (FTA 2018) and a preliminary list of equipment based on general construction assumptions. The values used for the reference noise level at 50 feet were 88 and 85 dBA.

Using the equations above and the two noisiest pieces of equipment, the noise levels at the nearest receptors (residences on Hennipen Drive. and Kellogg Park Drive), located 500 feet from the center of the Project area, would be 69.8 dBA, which is below the standards in the County's noise ordinance and general plan. Noise levels from construction at the receptors closest to the utility connection areas would be below the ambient noise level in the area.

In addition, the noise level estimates at the nearest sensitive receptors are below the FTA's recommended level of 90 dBA. Furthermore, construction would be short-term and intermittent. The use of diesel-powered construction equipment would be temporary and episodic, affecting only a few nearby receptors for a limited period of time. Therefore, construction-related noise impacts would be **less than significant**.

## ***Operation***

During operation of the proposed CHP Baldwin Park Area Office, noise would derive from activities at the automobile service building, the emergency generator, radio equipment, and testing of sirens. The secured portion of the facility would be completely surrounded by a 6-foot concrete block masonry fence, which would serve as a sound barrier for the noise associated with the automobile service activities. The emergency generator would also be surrounded by a noise barrier and would only be operated during emergencies (i.e. power outages) or up to 100 hours per year for testing and maintenance.

During Project operations, all CHP vehicles would be required to test their emergency sirens prior to the beginning of and completion of each work shift. These siren tests last no longer than one second and average between 113 and 120 dBA when activated. CHP vehicles could be approximately 500 feet from residences. These noise levels would be clearly audible at the closest sensitive receptors, but would be brief in nature. The use of such sirens, including for testing purposes, is exempted in the County's noise ordinance.

The ambient noise levels at and near the Project site are heavily influenced by traffic noise caused by vehicles not related to the Proposed Project from State Route 57 and West Valley Boulevard. The Proposed Project is estimated to add an additional 618 trips per day. Given the nearby Interstate, this number of trips would not noticeably affect the traffic-influenced ambient noise.

The nearest sensitive receptors to the Project site and the utility connection areas, residences on Hennipen Street and Kellogg Park Drive, are located in an area with ambient noise (>65 dB) that exceeds the County's and City of Pomona's policy for noise levels in residential areas. For areas with existing ambient noise levels exceeding the City's noise level limits, an increase above the existing ambient noise would be considered significant. The Proposed Project's operational activities would not result in ambient noise increases at the nearest sensitive receptors because of barriers surrounding stationary noise sources (automotive shop and emergency generator) that would reduce noise, limited operation of the emergency generator, and the exemption of the CHP vehicle siren testing.

Overall, the Proposed Project would not conflict with applicable standards and this impact would be **less than significant**.

#### **b. Generation of excessive groundborne vibration or groundborne noise levels—*Less than Significant***

Vibration thresholds for buildings occur at a PPV of 0.12 in/sec for buildings extremely susceptible to vibration damage. The Los Angeles County noise ordinance uses a threshold of 0.1 in/sec and the City of Pomona has a lower vibration threshold of 0.05 in/sec with an exemption for construction related vibration. The human annoyance threshold is at 80 VdB. Vibration and ground-borne noise levels were estimated following methods described in the FTA Noise and Vibration Impact Assessment (FTA 2018) to determine the PPV that would potentially impact buildings and the VdB for annoyance. There will be no operational vibrations. It was assumed that the construction equipment would have similar vibration sound levels as a vibratory roller. **Table 3.13-3** shows relevant parameters for the construction equipment used for the Proposed Project and distance to sensitive receptors to be below vibration thresholds.

**Table 3.13-3. Construction Equipment and Vibration Distance**

Equipment	PPV at 25 ft	Distance to PPV of 0.05 in/sec	Noise Vibration Level at 25 ft	Distance to Noise Vibration of 80 VdB
Vibratory Roller	0.21 in/sec	65 feet	94 VdB	73 feet

At the proposed CHP Baldwin Park Area Office, there would be no noise sensitive receptors located closer than the building vibration or noise vibration annoyance threshold distances. In addition, the Proposed Project's vibration-causing construction activities would be barely perceptible due to the temporary duration of these activities and their limited occurrence near the Project site boundary. Therefore, the impact of ground-borne vibration or ground-borne noise vibration would be **less than significant**.

1       **c. For a project located within the vicinity of a private airstrip or an**  
2       **airport land use plan area, or, within 2 miles of a public airport or**  
3       **public-use airport, would the project expose people residing or working**  
4       **in the project site to excessive noise levels—*Less than Significant***

5       There are no public airports within 2 miles of the Proposed Project. Therefore, the Proposed  
6       Project would not expose people working in the Project site to excessive noise levels from  
7       public airports. The Pomona Police Department Heliport is located 1 mile southeast of the  
8       Proposed Project. With capacity for one helicopter, the amount of potential noise associated  
9       with the heliport is limited. Infrequent helicopter traffic in the vicinity of the Proposed Project  
10      would not substantially increase noise levels experienced by people working inside the  
11      proposed facility. Therefore, the Proposed Project would not expose people working in the  
12      Project site to excessive noise levels from private airstrips. Therefore, this impact would be  
13      **less than significant.**

## 3.14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.14.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

No federal regulations are applicable to population and housing in relation to the Proposed Project.

#### ***State Laws, Regulations, and Policies***

No state regulations are applicable to population and housing in relation to the Proposed Project.

### 3.14.2 Environmental Setting

The City of Pomona's population is currently estimated at 152,939 as of July 1, 2017 (U.S. Census Bureau 2018a) a 2.6 percent increase from April 1, 2010. There are approximately 40,582 housing units in Pomona, with approximately 38,925 units occupied (U.S. Census Bureau 2018b, citing 2016 American Community Survey). The current combined homeowner and renter vacancy rate is approximately 3.4 percent.

The majority of jobs in Pomona are in the educational services, health care, and social assistance industry, which together accounted for 19 percent of the workforce in 2016<sup>1</sup> (U.S. Census Bureau 2018c citing 2016 American Community Survey). Other large industries include manufacturing; retail trade; and professional, scientific, management, administrative, and waste management services.

The Project site is located at the northwest corner of South Campus Drive and East Campus Drive on land owned by CPP. The Project site is not within the city limits of Pomona; however, a portion of the Project's proposed utility connection areas along South Campus Drive is

<sup>1</sup> **Note:** 2016 was the last year for which data were available.

1 within the city limits (see Figure 2-3). The site is located in unincorporated Los Angeles  
2 County in a region called Walnut Islands. Due to the proximity of the site to Pomona, the  
3 population and housing environmental setting focuses on the City of Pomona.

4 The site is occupied by CPP where the southern half of the property has agricultural row  
5 crops; a small orchard lines the east side of the property, and two vacant mobile offices are  
6 located on site. Buildings located directly west of the parcel are related to facility  
7 management for the university and include warehouses, custodial offices, procurement and  
8 receiving offices, and tractor and auto shops. Directly east of the site is the interchange of  
9 Orange Freeway (State Route 57) and San Bernardino Freeway (Interstate 10). A residential  
10 neighborhood containing primarily single-family detached homes is located south of the site,  
11 beyond South Campus Drive and South San Jose Creek.

### 12 3.14.3 Discussion of Checklist Responses

#### 13 a. Induce population growth—*Less than Significant*

14 The Proposed Project would result in an increase of nine employees over 10 years. In total,  
15 the proposed new CHP Baldwin Park Area Office would be staffed by 147 employees. The  
16 addition of these nine new employees would have the potential to result in a minor increase  
17 in the local population. As described in Section 3.14.2, the City of Pomona's population is  
18 expected to continue to increase. In addition, the City has a vacancy rate of 3.4 percent,  
19 indicating that sufficient housing is available to meet the minor increase in the local  
20 population, if needed (U.S. Census Bureau 2018b citing 2016 American Community Survey).  
21 Also, the new Area Office is approximately 11 road miles southeast of the existing CHP  
22 Baldwin Park Area Office, which is currently located outside the city of Pomona. Current  
23 employees would be able to commute to the Proposed new Area Office without having to  
24 relocate if desired. Furthermore, the addition of nine or more employees is expected to occur  
25 over a period of 10 years.

26 The Proposed Project would not involve any activities that would increase population  
27 indirectly, such as by removing an obstacle to growth. It is expected that the current CHP  
28 Baldwin Park Area Office would be decommissioned for future use as a State-owned surplus  
29 building and potentially auctioned if there is no other State use for the property. This action  
30 would not be expected to result in substantial population growth at the location of the  
31 existing office in Baldwin Park.

32 It is expected that the regional labor force would be sufficient to meet the construction  
33 workforce demand associated with the Proposed Project. While some workers may  
34 temporarily relocate from other areas, the resulting population increase would be minor and  
35 temporary. As a result, this impact would be **less than significant**.

#### 36 b. Displace a substantial number of existing housing or people—*No Impact*

37 The Project site is vacant of housing units and would not displace any existing housing units  
38 or people. The Proposed Project would not require construction of any replacement housing.  
39 Furthermore, all of the Proposed Project facilities would be constructed within the 6-acre site  
40 boundary, or, for the utility connection and road improvement areas, within or adjacent to  
41 roadways and not displace any existing housing. As a result, **no impact** would occur.

## 3.15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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 any of the following public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.15.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

No federal laws, regulations, or policies apply to public services and the Proposed Project.

#### ***State Laws, Regulations, and Policies***

##### **California Fire Code**

The California Fire Code (Title 24 CCR, Part 9) establishes minimum requirements to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings. Chapter 33 of CCR contains requirements for fire safety during construction and demolition as follows:

**3304.4 Spontaneous ignition.** Materials susceptible to spontaneous ignition, such as oily rags, shall be stored in a listed disposal container.

**3304.5 Fire watch.** When required by the fire code official for building demolition, or building construction during working hours that is hazardous in nature, qualified



personnel shall be provided with at least one approved means for notification of the fire department and their sole duty shall be to perform constant patrols and watch for the occurrence of fire.

**3308.1 Program superintendent.** The owner shall designate a person to be the fire prevention program superintendent who shall be responsible for the fire prevention program and ensure that it is carried out through completion of the project. The fire prevention program superintendent shall have the authority to enforce the provisions of this chapter and other provisions as necessary to secure the intent of this chapter. Where guard service is provided, the superintendent shall be responsible for the guard service.

**3308.2 Prefire plans.** The fire prevention program superintendent shall develop and maintain an approved prefire plan in cooperation with the fire chief. The fire chief and the fire code official shall be notified of changes affecting the utilization of information contained in such prefire plans.

**3310.1 Required access.** Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of support vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available.

**3316.1 Conditions of use.** Internal combustion-powered construction equipment shall be used in accordance with all of the following conditions:

1. Equipment shall be located so that exhausts do not discharge against combustible material.
2. Exhausts shall be piped to the outside of the building.
3. Equipment shall not be refueled while in operation.
4. Fuel for equipment shall be stored in an approved area outside of the building.

## 3.15.2 Environmental Setting

### ***Fire Protection***

Fire protection services in the Project area are provided by the Los Angeles County Fire Department (LACoFD) Division VIII, Battalions 12, 15 and 19. LACoFD has two fire stations in the Project vicinity (LACoFD 2018a):

- **Station 184:** 1980 W. Orange Grove Pomona, CA 91768 (approximately 1.8 miles southwest of the Project site)
- **Station 187:** 3325 Temple Ave. Pomona, CA 91768 (approximately 1.5 miles northeast of the Project site)

LACoFD is one of the largest emergency service agencies in the world and serves nearly 4.1 million residents of Los Angeles County, including 59 cities and over 2,300 square miles of unincorporated area within the county. The LACoFD includes a staff of 4,670, with 174 fire stations and 22 battalions. With regard to emergency operations, LACoFD has 210 engine companies, 29 truck companies, and 109 paramedic units. Additionally, it has the following reserve equipment (LACoFD 2018b, 2018c):

- 58 engines;
- 10 trucks/quints;
- 31 squads; and
- 21 Battalion sport utility vehicles.

In 2017, LACoFD recorded nearly 395,000 incidents (i.e., fires, hazardous materials, false alarms) (LACoFD 2018b). In addition to Pomona, Division VIII includes the neighboring cities of Diamond Bar, Walnut, Hacienda Heights, La Puente, and Industry. There are 18 fire stations among the cities in Division VIII, eight of which are located in Pomona. (City of Pomona 2014a).

Parts of Pomona and the CPP campus are susceptible to wildland fires due to hilly terrain, dry weather conditions and the nature of plant cover, with areas of high fire risk on the western and southwestern edges of the city (City of Pomona 2014b). Although the proposed Project site is not located in a fire hazard severity zone, it is less than a half mile south of a CAL FIRE-designated Very High Fire Hazard Severity Zone between the San Bernardino Freeway (I-10) and Orange Freeway (SR-57) in the City of San Dimas (CAL FIRE 2008). Additionally, the site is located immediately west of an area between the Orange Freeway and East Campus Drive that is considered to have a high fire risk by the City of Pomona (City of Pomona 2014b).

### ***Police Protection***

The CPP University Police Department, located on the CPP campus at Cypress and Oak Lane (approximately a half mile northwest of the Project site), provides police protection services for the campus. The University Police Department is responsible for coordination of the emergency management, including coordination with the City of Pomona Police Department and the County Sheriff's Department (CPP 2016). In areas directly south and east of the Project site law enforcement services are provided by the Pomona Police Department (PPD). The PPD provides services in crime investigation, offender apprehension, community awareness programs, traffic control, and other services. The PPD has 163 sworn personnel and 106 non-sworn personnel, organized into the Operations, Administrative Services, and Investigative Services Divisions. Seven facilities provide police services in Pomona, three of which provide first-response service. The closest facility is located 3.8 miles east of the Project site at 490 West Mission Boulevard in Pomona (City of Pomona 2014a). The PPD serves a population of approximately 152,939 (U.S. Census Bureau 2017). **Table 3.15-1** provides information on PPD's activities.

**Table 3.15-1. 2017 Crime Statistics for the City of Pomona**

Police Activity	Total Calls
Violent Crime	853
Murder	18
Rape	88
Robbery	344
Aggravated Assault	403
Property Crime	4,484
Burglary	718
Larceny Theft	2,516
Motor Vehicle Theft	1,250
Arson	26

Source: Federal Bureau of Investigation 2017

### Schools

The area in the vicinity of the Project site is primarily served by the Pomona Unified School District (PUSD), with a small portion served by the Claremont Unified School District (CUSD) in the northern portion of the city. The PUSD has 43 active public schools, including 21 elementary schools, six K-8 schools, six middle schools, five high schools, one continuation school, three all-ages alternative schools, and one adult school. Additionally, there are 17 private schools within the city. CUSD has 11 active public schools and administers seven elementary schools, a special education school, an intermediate school, a comprehensive high school, and a continuation school (City of Pomona 2014a).

In 2017–2018, the PUSD had a total enrollment of 23,741 students while CUSD had 7,075 students (California Department of Education 2018). The nearest schools to the Project site are Kellogg Polytechnic Elementary School (0.2 miles southwest), Ganesha High School (1.1 miles northeast), and Marshall Middle School (1.2 miles northeast).

### Parks

The Project site is approximately one-half mile southwest of Frank G. Bonelli Regional Park, an 1,800-acre recreational park and County open space in San Dimas. The City of Pomona also contains 26 public parks, varying in size and amenities from 0.67 acre to 60 acres, encompassing a total of 210.61 acres (City of Pomona n.d.). The nearest parks to the Project site include Kellogg Park (0.15 mile southwest) and Cesar Chavez Park (0.25 mile southeast). The closest park on the CPP campus is Voorhis Park (0.7 mile northwest). Please see Section 3.15, "Recreation," for additional information on parks.

### Other Public Facilities

The Project site is located approximately 3.2 miles northwest of the Pomona Public Library and approximately 3.15 miles northwest of Pomona City Hall. The closest medical facility is

the Pomona Valley Hospital Medical Center, approximately 3.5 miles northeast of the Project site.

### 3.15.3 Discussion of Checklist Responses

#### a. Result in adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities

The Proposed Project would involve development of approximately 5 acres within an approximate 6-acre site on land owned by CPP in unincorporated Los Angeles County, as well as utility connections and road improvements in areas owned by Los Angeles County or the City of Pomona. The site consists of approximately 5 acres of undeveloped land that is comprised of several agricultural crop rows in the southern portion of the site and an orange grove in the northeastern portion of the site. The north-central and northwestern portions of the site are unpaved land with several auxiliary buildings, which are utilized as storage for farming equipment. The physical environmental impacts of the proposed CHP Area Office facility are discussed throughout this IS/MND and are therefore not discussed here. The Proposed Project would not require closure of any public facilities during construction. However, because the replacement CHP Area Office would support 147 employees, an increase of nine from the existing facility that supports 138 employees, the Proposed Project could marginally increase the demand on public services. Potential impacts from the Proposed Project on specific public services are discussed below.

Project construction has been evaluated for its potential to impede public services as a result of truck trips and construction-related traffic in Section 3.17, "Transportation."

#### i. Fire protection—*Less than Significant*

Construction activities on the Project site would take place on developed and undeveloped lands as well as unpaved areas with some ruderal vegetation (see Section 3.4, "Biological Resources"). Operation of power tools and equipment during Project construction could potentially provide an ignition source and increase fire risk in the area, especially considering the dry local climate and proximity to high fire risk areas. Storage of flammable materials (e.g., fuel) during Project construction could also increase fire risk. However, Project construction activities would follow the requirements for fire safety during construction contained in the California Fire Code and the California Public Resources Code (see the regulatory setting section above and the regulatory setting of Section 3.9, "Hazards and Hazardous Materials"). These requirements include meeting specific equipment requirements during construction activities at any sites with forest-, brush-, or grass-covered land, as detailed in Section 3.9, "Hazards and Hazardous Materials". Adherence to the requirements of the California Fire Code would reduce the potential increase in fire risk during Project construction to a less-than-significant level.

As described in Chapter 2, *Project Description*, and in Section 3.9, "Hazards and Hazardous Materials," the Proposed Project would include on-site storage of flammable materials. One fuel storage tank would store 12,000 gallons of fuel (gasoline) for CHP vehicle and equipment use. An enclosure would store flares, and the facility would include an armory to store guns and ammunition. Storage of these materials could potentially increase the demand on fire protection services in the event of an upset; however, storage and containment facilities would follow all

1 applicable safety regulations. Storage of these materials at the new facility would not differ  
2 substantially from storage at the existing facility.

3 The replacement facility would be equipped with a sprinkler system and would be constructed  
4 in accordance with the California Fire Code. The additional employees associated with the  
5 Proposed Project would not generate substantial demand for fire protection, significantly affect  
6 average response times or other performance metrics, or require provision of new fire protection  
7 facilities. This impact would be **less than significant**.

## 8 **ii. Police protection—*No Impact***

9 The Proposed Project would provide police protection services to East San Gabriel Valley in  
10 the southeast portion of Los Angeles County. CHP is responsible for enforcing vehicular and  
11 traffic laws on state highways and freeways, and the Proposed Project would replace the  
12 existing CHP area office facility in Baldwin Park. The additional officers at the new facility and  
13 improved and expanded facilities would most likely improve police protection services in the  
14 area. This may marginally decrease average response times or improve other service  
15 performance objectives. Overall, the Proposed Project's impact on police protection service  
16 would be beneficial; therefore, there would be **no impact**.

## 17 **iii. Schools—*Less than Significant***

18 The small increase in employment associated with the Proposed Project may result in some  
19 population growth, and related school enrollment. However, this increase would not be  
20 substantial or require construction of new schools and would occur over a 10-year period.  
21 The impact on schools would be **less than significant**.

## 22 **iv. Parks—*Less than Significant***

23 The Proposed Project would not involve construction of any parks or recreational facilities  
24 and it would not displace any existing parks or recreational facilities. No existing parks or  
25 recreational facilities are located on the Project site. Likewise, Project construction would not  
26 require the temporary closure of any nearby parks or recreational facilities, or otherwise  
27 affect the access or use of such facilities. The small potential increase in population resulting  
28 from the Proposed Project could marginally increase the demand for parks, but would not  
29 require construction of new parks or recreational facilities. As a result, this impact would be  
30 **less than significant**.

## 31 **v. Other public facilities—*Less than Significant***

32 Project construction activities (e.g., equipment movement, materials and waste hauling)  
33 could potentially cause temporary local traffic delays in the area, which may marginally  
34 decrease ease of access to the Pomona Valley Hospital Medical Center located at 1798 N.  
35 Garey Avenue (see Section 3.17, "Transportation" for additional discussion of Project traffic  
36 impacts). However, these potential impacts would not be significant and would not require  
37 or result in the need to construct new or expanded public facilities.

38 As for other public services discussed above, the marginal potential population increase  
39 resulting from Project operations would not require provision of any new public facilities,  
40 such as hospitals or libraries. This impact would be **less than significant**.

## 3.16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.16.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

No federal regulations are applicable to recreation in relation to the Proposed Project.

#### ***State Laws, Regulations, and Policies***

No state regulations are applicable to recreation in relation to the Proposed Project.

### 3.16.2 Environmental Setting

The City of Pomona has 211 acres of parks as of 2010 (City of Pomona 2014). These recreation spaces are operated by the City. Additionally, private recreation facilities, including those at CPP, also serve the city. There are approximately 3.28 miles of bikeway facilities located throughout the city (City of Pomona 2012). The County of Los Angeles does not have any recreation or open space land within the Walnut Islands region (Walnut Islands is the unincorporated county land between the Cities of Walnut, Pomona and West Covina) (Los Angeles County Department of Regional Planning 2014).

There are 11 parks and recreation facilities within 1 mile of the Project site. Kellogg Park and Cezar Chavez Park are owned and operated by the City of Pomona, while the remaining nine are privately owned by CPP (Los Angeles County Department of Parks and Recreation 2016). **Table 3.16-1** lists parks in proximity to the Project. Additionally, an access point to the San Jose Creek bike and walkway south of South Campus Drive is located approximately 230 feet southeast of the Project site (City of Pomona 2012).

**Table 3.16-1. Parks and Recreational Facilities in the Vicinity of the Proposed Project**

Park/Facility Name	Ownership	Approximate Distance and Direction from Proposed Project Site (aerial miles)	Features
Kellogg Park	City of Pomona	0.16 southwest	open lawn area, basketball court, picnic shelter, playground, restroom
Cesar Chavez Park	City of Pomona	0.25 southeast	open lawn area, picnic shelters, playground
Cal Poly Pomona Baseball Field	California Polytechnic State University Pomona (CPP)	0.66 southwest	baseball field
Cal Poly Pomona Misc. Parks, Quads, and Open Space Areas <sup>1</sup>	CPP	0.68-0.97 southwest/west	open lawn areas, gardens

<sup>1</sup> These areas include Bronco Commons, Horseshoe Hill, University Park, Voorhis Park, Rose Garden, Japanese Garden, Engineering Meadow, and University Quad.

Source: Los Angeles County Department. of Parks and Recreation 2016

### 3.16.3 Discussion of Checklist Responses

#### a. Increase use of existing parks or recreational facilities—*Less than Significant*

The Proposed Project would be built on an approximately 6-acre parcel that is currently used by the CPP for agriculture and storage. The closest park to the Proposed Project site is Kellogg Park, which is approximately 0.16 miles southwest of the Project site. Kellogg Park is not accessible from South Campus Drive, so CHP employees would need to travel 1.4 road miles to access this park. This access deterrent may reduce the number of employees using the park during work breaks. Additionally, as noted in Section 3.14, "Population and Housing," the Proposed Project would not result in substantial population growth, and, therefore, would not substantially increase demand for parks and recreational facilities in the area. The nine additional CHP employees and relocation of 136 existing employees that would be supported by the Proposed Project could marginally increase use of existing parks (e.g., if they or their family were to use nearby recreational facilities during their free time), but these effects would not be substantial and would not require or result in the construction of new or expanded parks or recreational facilities. As a result, this impact would be **less than significant**.

#### b. Creation of new or altered recreational facilities—*No Impact*

The Proposed Project would not create or alter any recreational facilities. Likewise, the Project would not introduce substantial numbers of people to the area or otherwise cause the need to construct new or altered recreational facilities. Therefore, **no impact** would occur.

## 1 3.17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Conflict with an applicable program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2 3.17.1 Traffic and Transportation Terminology

3 The following are definitions of key traffic and transportation terms used in this section and  
4 based on materials published by the Transportation Research Board (2016)

5 **Level of Service.** Level of service (LOS) is a qualitative measure describing  
6 operational conditions within a traffic stream, based on service measures such as  
7 speed and travel time, freedom to maneuver, traffic interruptions, comfort, and  
8 convenience. Intersection LOS is defined according to methods presented in the  
9 Highway Capacity Manual (Transportation Research Board 2016). Using the Highway  
10 Capacity Manual procedures, the quality of traffic operation is graded into one of six  
11 service levels, LOS A through F (see **Table 3.17-1**).

12 To measure the operating conditions of the local transportation system, the study  
13 area was evaluated in terms of LOS. Table 3.17-1 below contains the standards for the  
14 six service levels used in the study area.



**Table 3.17-1. Level of Service Definitions for Intersections**

Level of Service	Description	Delay (seconds/vehicle)	
		Signalized Intersection	Unsignalized Intersection
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	≤ 10	0-10
B	Free-flow speeds are maintained. The ability to maneuver within the traffic stream is only slightly restricted.	> 10-20	> 10-15
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	> 20-35	> 15-25
D	Speeds decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	> 35-55	> 25-35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	> 55-80	> 35-50
F	Represents a breakdown in flow.	> 80	> 50

Source: *Highway Capacity Manual* (Transportation Research Board, 2015)

**Delay.** Delays refer to the additional travel time experienced by a driver or traveler that results from the inability to travel at optimal speed and stops resulting from congestion or traffic control.

**Freeway.** The function of a freeway is to provide for inter-regional and intra-regional travel. Freeways serve high speed traffic and are fully access-controlled with no at-grade crossings interrupting the flow of traffic. Vehicle speeds and daily traffic volumes are very high. Interchanges typically connect to major or minor arterials.

**Arterial roads.** Arterial roads provide for mobility within the county and its cities, carrying through-traffic on continuous routes and joining major traffic generators, freeways, expressways, super arterials, and other arterials. Access to abutting private property and intersecting local streets is generally restricted.

**Local roads.** Local roads provide direct access to abutting property and connect with other local roads, collectors, arterials, super arterials, and expressways. Local roads are typically developed as 2-lane, undivided roadways and provide access to abutting private property and intersecting streets.

### 3.17.2 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

No federal laws, regulations, or policies pertaining to transportation and traffic were identified.

#### ***State Laws, Regulations, and Policies***

Caltrans manages the state highway system and ramp interchange intersections. This state agency is also responsible for highway, bridge, and rail transportation planning, construction, and maintenance. Significance criteria for Caltrans were referenced for applicable study locations.

#### ***Local Laws, Regulations, and Policies***

The Project site is located within the city of Pomona and significance criteria specified by the City of Pomona was referenced for applicable study locations.

### 3.17.3 Environmental Setting

The existing CHP facility is located at 14039 Francisquito Avenue in the city of Baldwin Park, California. The Project proposes to relocate to a new office to be constructed at the northwest corner of South Campus Drive and East Campus Drive in Pomona, California. The Project site is situated on a 6-acre parcel of land within the CPP campus. The Project site is bounded by East Campus Drive to the east and South Campus Drive to the south. To the west of the Project site is CPP. The following subsections describe regional and local access to the Project area.

#### ***Existing Vehicle Access***

The Project site will be served by four driveways: one private access driveway and one public access driveway on East Campus Drive and the two public access driveways on South Campus Drive, one specifically for buses. East Campus Drive is currently a one-way facility and will only allow for right-turn-in or right-turn-out movements. The Project site is served by a network of freeways, highways, and local roads. The location of these roadways in relation to the Project site is shown in **Figure 3.17-1**. The following text provides a brief discussion of the major components of the study area street network.

Interstate 10, located north of the Project site, is an east/west multi-lane freeway which serves as a major regional connector for the city of Pomona. The segment of Interstate 10 closest to the Project site provides five lanes in each direction. Access to the Project site from the freeway is provided at ramps located at Kellogg Drive and South Campus Drive.

State Route 57 is a north/south multi-lane freeway which serves as a major regional connector for the city. The segment of State Route 57 closest to the Project site provides five lanes in each direction. Access to the Project site from the freeway is provided at ramps connecting to State Route 71 and subsequently to Valley Boulevard.

1           State Route 71 is a multi-lane north/south freeway which serves as a major regional  
2 connector for the city. The segment of State Route 71 closest to the Project site  
3 provides two lanes in each direction between Pomona Boulevard and Valley  
4 Boulevard. Access to the Project site from the freeway is provided at Valley Boulevard  
5 and Holt Avenue.

6           East Campus Drive is a one-way roadway located east of the Project site. It connects  
7 Kellogg Drive and South Campus Drive and has a speed limit of 45 miles per hour  
8 (mph). East Campus Drive serves as a major access road from Interstate 10 to the  
9 Project site.

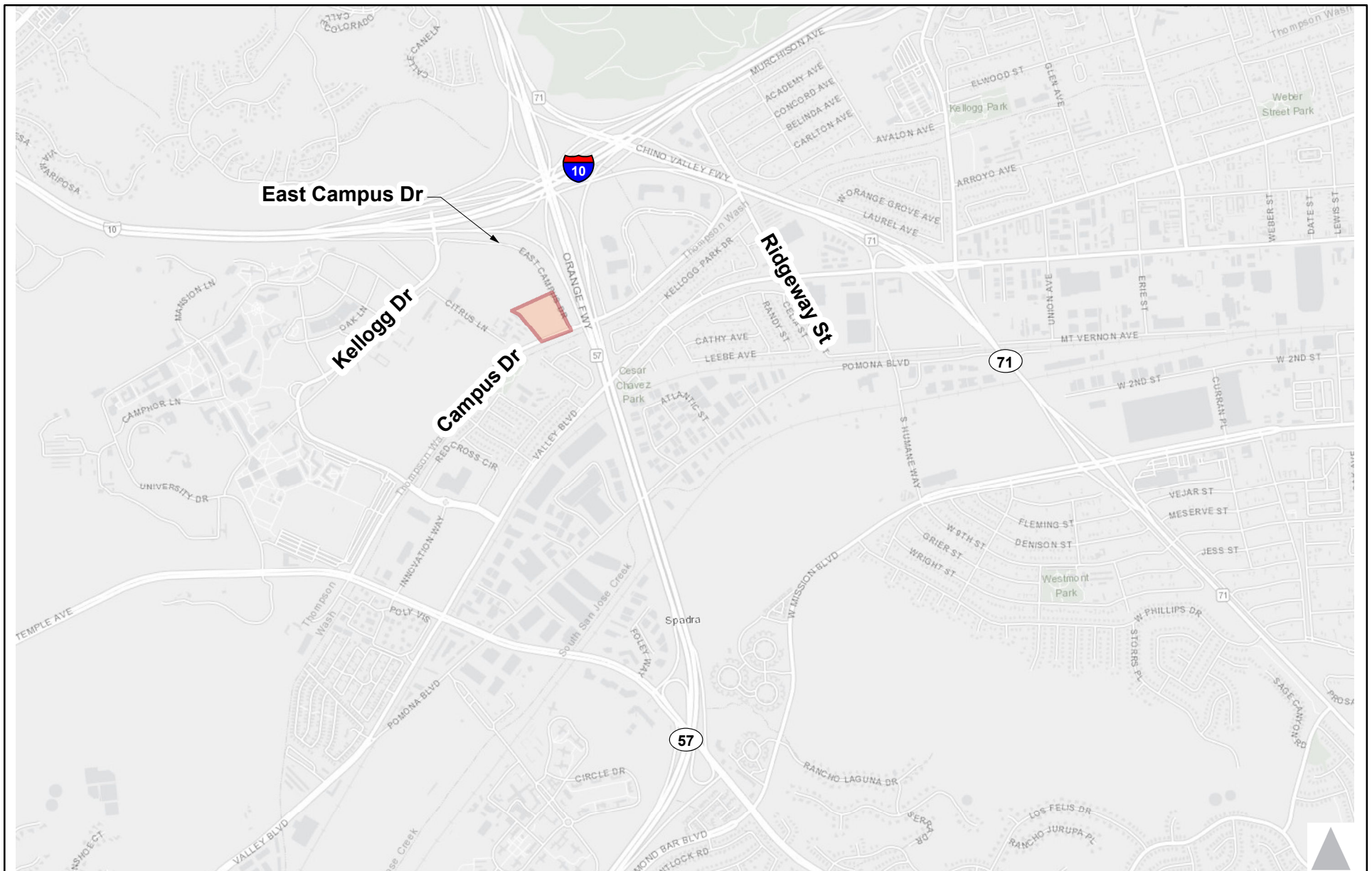
10          South Campus Drive is a collector and forms the southern boundary of the Project  
11 site. It provides two travel lanes in each direction between Kellogg Drive and  
12 Ridgeway Street. It has a speed limit of 45 mph within the vicinity of the Project site.

13          Kellogg Drive provides two travel lanes in each direction from the Interstate 10 and  
14 South Campus Drive. Kellogg Drive serves as a major access road from Interstate 10  
15 to the Project site. Within the vicinity of the Project site, it has a variable speed limit  
16 of 25 and 35 mph.

17          Ridgeway Street is a collector that provides one travel lanes in each direction between  
18 South Campus Drive and Valley Boulevard. It has a speed limit of 40 mph. Access to  
19 the Project site from Ridgeway Street is provided at South Campus Drive.

20          Temple Avenue is a major arterial that provides three travel lanes in each direction  
21 within the vicinity of the project. It has a speed limit of 50 mph. Access to the Project  
22 site from Temple Avenue is provided at South Campus Drive.

23          Valley Boulevard is a major arterial that provides two travel lanes in each direction  
24 within the vicinity of the project. It has a speed limit of 50 mph. Access to the Project  
25 site from Temple Avenue is provided at Ridgeway Street and at the State Route 71  
26 ramp.



Prepared by:



Prepared for:  
California Highway Patrol



Project Site

Note: Utility corridors and road improvement areas associated with the Proposed Project are found on Figure 2-2.

Source: Fehr and Peers 2019

**Figure 3.17-1. Vicinity Map**

**Baldwin Park Area Office Replacement Project  
Initial Study/Mitigated Negative Declaration**

### ***Existing Bicycle and Pedestrian Facilities***

The nearest bicycle facility to the Proposed Project site is a Class II bike lane along South Campus Drive. Class II bike lanes also exist on Ridgeway Street and on Kellogg Drive between Eucalyptus Lane and South Campus Drive. According to the City of Pomona General Plan, the San Jose Creek Bicycle Trail is proposed along South Campus Drive (City of Pomona 2014a, b). No other bike facilities exist or are currently planned along any of the roads in the study area.

Sidewalks are present on at least one side of the roadway for the following: Kellogg Drive, Ridgeway Street, Temple Avenue, and Holt Avenue. At the signalized intersections within the study area, crosswalks and pedestrian push-button actuated signals are provided. Within the vicinity of the Project site, no sidewalks exist on East Campus Drive, South Campus Drive, or Valley Boulevard.

### ***Existing Transit Service***

Foothill Transit provides transit service for the study area. The following transit lines have bus stops at locations at or near study intersections close to the Project site: 195, 289, 480, 482 and 486. Line 289, 480, 482, 486 all stop at Temple Avenue and South Campus Drive. Line 195 travels along South Campus Drive past the Project site, from the Pomona Transit Center to Ridgeway Street/Valley Boulevard. The closest stops within the study area for this line occur at Temple Avenue/South Campus Drive and Ridgeway Street/Valley Boulevard. Service runs on weekdays from 5:30 a.m. to 8:20 p.m. with headways of one hour. On weekends and holidays, service runs from 6:15 a.m. to 7:00 p.m., with headways of one hour.

### ***Existing Commute Trips***

The existing CHP Baldwin Park Area Office accommodates 138 employees. To fulfill its law enforcement and public safety activities at all times, the existing office is staffed 7 days a week, 24 hours a day by shift employees. Uniformed employee shifts generally run from early morning (around 6:00 a.m.) to mid-afternoon, mid-afternoon to evening, and evening to early morning (6:00 a.m.). Non-uniformed employee (civilian support staff) shifts run from 8:00 a.m. to 5:00 p.m.

The total number of trips to and from the existing CHP Baldwin Park Area Office by all employees (including uniformed officers and other staff) was determined in a 24-hour driveway counting exercise. Cameras collected data on the two driveways serving the existing CHP facility to count the daily and peak hour number of trips generated by the facility. These driveways are both situated off Francisquito Avenue. A total of 580 daily trips were counted the day of the data collection, Thursday, October 25, 2018. Twenty inbound trips and 14 outbound trips occurred during the AM peak hour of 8:00 to 9:00 a.m. for a total of 34 trips. The number of trips generated by employees in the evening was 11 inbound trips and 18 outbound trips for a total of 29 trips in the PM peak hour of 4:15 to 5:15 p.m.

### 3.17.4 Impact Analysis

#### ***Methodology***

For this analysis, traffic volumes at the study intersections were collected in January 2019. Traffic volumes and LOS were compared between conditions with and without the Project. Levels of service for all intersections were calculated based on the Highway Capacity Manual (HCM) 6<sup>th</sup> Edition methodology parameters using Synchro 10 software, which is consistent with projects completed in the city of Pomona. Project-related impacts were assessed based on the thresholds identified by the City of Pomona and Caltrans.

#### ***Study Intersections***

Six study intersections were selected based on the locations where the Project is anticipated to add the most traffic:

1. Interstate 10 Eastbound Off-Ramp/Kellogg Drive/East Campus Drive (Unsignalized)
2. East Campus Drive/South Campus Drive (Signalized)
3. Kellogg Drive/South Campus Drive (Signalized)
4. Interstate 10 Eastbound On-Ramp/South Campus Drive (Signalized)
5. Interstate 10 Eastbound Off-Ramp /South Campus Drive/Corporate Center Drive (Signalized)
6. Ridgeway Street/South Campus Drive (Signalized)

The three intersections at the Interstate 10 ramps (Intersections 1, 4, and 5) are controlled and maintained by Caltrans. Intersections 2, 3, and 6 are controlled by the City of Pomona.

#### ***Traffic Count Data***

Turning movement volumes, including pedestrian and bicycle volumes, were collected at six intersections near the Proposed Project location during the peak travel periods in the morning and evening. Morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak hour traffic counts were collected on January 29, 2019. Driveway counts were collected on October 25, 2018, for a 24-hour period at the existing CHP Baldwin Park Area Office facility entrance/exits.

#### ***Trip Generation***

Trip generation rates were determined using the driveway counts collected at the existing CHP Baldwin Park Area Office and the current number of employees (138) (**Table 3.17-3**). These rates were then used to project the number of trips expected for the Project given a 10-year staffing population of 147 (**Table 3.17-3**).

**Table 3.17-2. Project Trip Rates**

Land Use	Number of Employees	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
CHP Baldwin Park Area Office	138 employees	580	19	13	32	10	17	27
Trip Generation Rate per Employee <sup>a</sup> CHP Baldwin Park Area office		4.20	59%	41%	0.23	37%	63%	0.20

<sup>a</sup> Rates are developed based on driveway counts collected at existing CHP Baldwin Park Area Office facility in October 2018.

Source: Fehr and Peers 2019 (see Appendix G of this document)

**Table 3.17-3. Project Generated Trips**

Land Use	Projected 10-year Staffing	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Project California Highway Patrol	147 Employees	618	20	14	34	11	18	29

Note: Daily trips are based on the max number of employees (147) at the new CHP facility

Source: Fehr and Peers 2019 (see Appendix G of this document)

The Proposed Project would generate approximately two more trips in the AM and PM peak hours in comparison to the existing CHP facility.

### ***Trip Distribution***

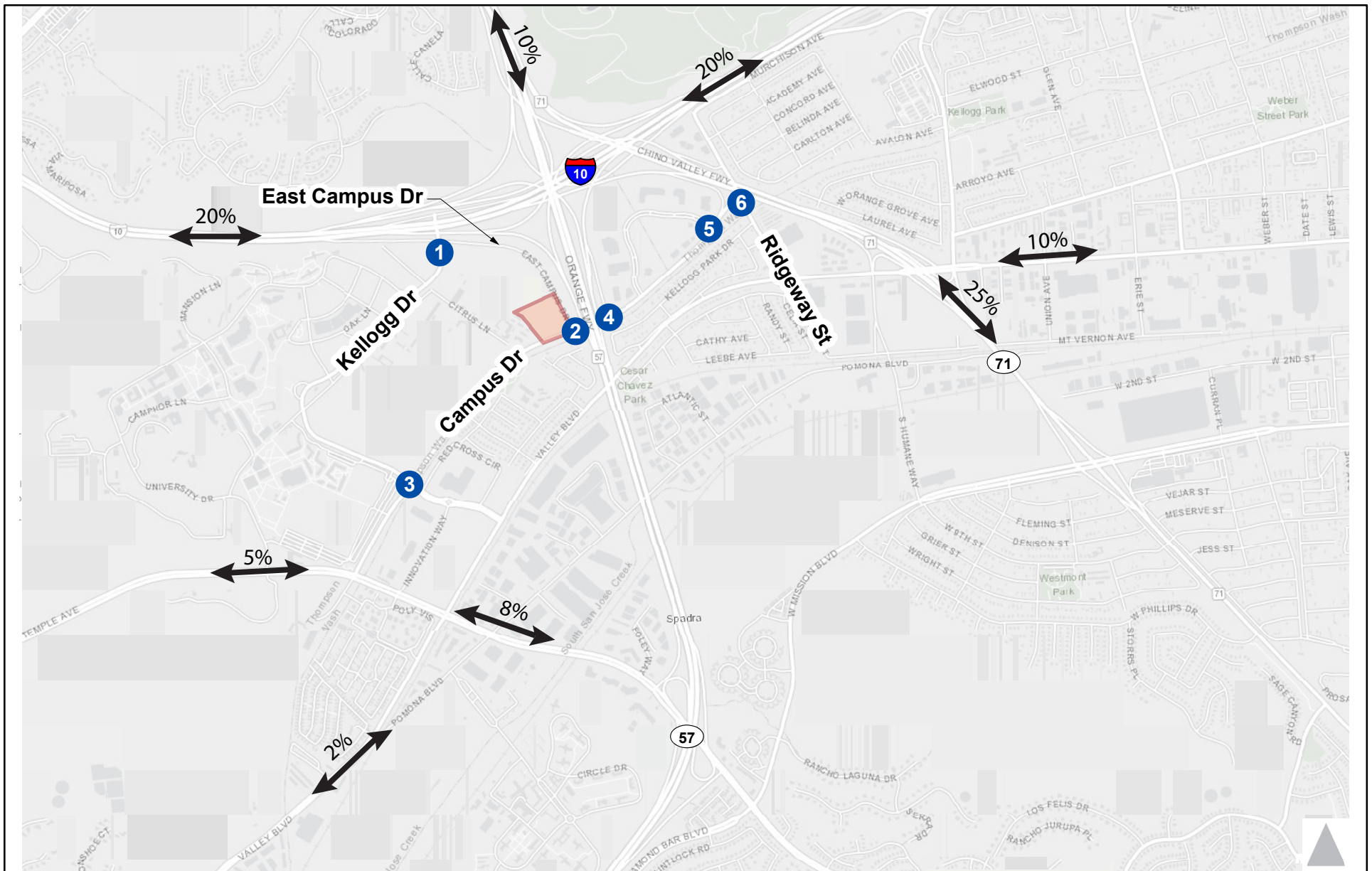
A critical component of the transportation analysis is the trip distribution of the Proposed Project. This was determined based on employees' residence zip code data provided by the CHP Baldwin Park Area Office, existing travel patterns in the area, and the location of complementary land uses. The resulting trip distribution percentages are shown on shown on **Figure 3.17-2** and summarized in **Table 3.17-4**.

1 **Table 3.17-4. Project Trip Distribution**

<b>Roadway</b>	<b>Percent of Trips to/from Project Site</b>
State Route 71 South	25%
Interstate 10 West	20%
Interstate 10 East	20%
I-57 North	10%
Holt Blvd east of State Route 71	10%
Temple Ave East of Valley Blvd	8%
Temple Ave west of Valley Blvd	5%
Valley Blvd west of Temple Ave	2%
<b>Total</b>	<b>100%</b>

2 *Source: Fehr and Peers 2019 (see Appendix G of this document)*





Prepared by:



Prepared for:  
California Highway Patrol

● Study Intersections

■ Project Site

Source: Fehr and Peers 2019

Note: Utility corridors and road improvement areas associated with the Proposed Project are found on Figure 2-2.

**Figure 3.17-2.**  
**Study Intersections & Trip Distribution**

**Baldwin Park Area Office Replacement Project**  
**Initial Study/Mitigated Negative Declaration**

### ***LOS Standards and Impact Thresholds***

The City of Pomona traffic impact thresholds were used to assess the significance of the traffic volumes generated by the Proposed Project. The *Caltrans Guide for the Preparation of Traffic Impact Studies* (December 2002) does not provide specific traffic impact thresholds; therefore, the cities' significance criteria in which the Caltrans intersection was located was applied to each specific Caltrans facility.

### ***Performance Standard***

- LOS D is the minimum acceptable level of service for intersections.

### ***Threshold of Significance***

For signalized intersections, impacts would be considered significant if the project causes any of the following to occur:

- The intersection operates at LOS D or better without the project and the addition of project traffic degrades intersection operations to LOS E or F; or
- The intersection operates at LOS E or F without the project and the addition of project traffic increases the overall level of delay established prior to the project traffic being added.

For unsignalized intersections, impacts would be considered significant if the project causes any of the following to occur:

- The addition of project related traffic causes the intersection to move from a LOS 'D' or better to LOS 'E' or worse

or

- The project contributes additional traffic to an intersection that is already projected to operate at LOS 'E' or 'F' with background traffic and;

One or both of the following conditions are also met:

- The project adds ten (10) or more trips to any approach
- The intersection meets the peak hour traffic signal warrant after the addition of project traffic

## **3.17.5 Discussion of Checklist Responses**

### **a. Conflict with applicable circulation programs, plans, ordinances, or policies—*Less than Significant with Mitigation***

#### ***Construction Impacts***

This section describes how the transportation network would be affected by construction activities. The evaluation of construction impacts to LOS is no longer required under CEQA

and as such is not included in this section. Any effects to transportation will be temporary, with the duration of each impact dependent on the duration of specific construction activities.

During the Proposed Project's construction period, traffic impacts on public streets would be related to the movement of construction equipment and construction worker trips. Project construction would result in a temporary increase in vehicle traffic along nearby roadways, including Interstate 10, South Campus Drive, and Ridgeway Street. Based on the scale of the Proposed Project, it has been assumed that up to 76 construction workers would commute to the site daily over the course of the construction period, though the number of workers on-site would vary by construction phase. During the site preparation phase, up to 192 hauling trucks are expected to enter and leave the site per day during the 7:00 a.m. to 5:00 p.m. working hours. Work activity would result in a maximum total of approximately 1,000 one-way trips (worker commute and haul trips) on a given construction work day during the grading phase (accounting for passenger car equivalent trips). Construction trip generation tables can be found in Appendix G.

Project-related truck traffic and incoming/outgoing equipment could increase conflicts between bicyclists, pedestrians, and cars. Slow-moving trucks requiring access to the Project site from South Campus Drive or East Campus Drive could increase conflicts with bicyclists, pedestrians, and cars. These potential conflicts with other roadway users could lead to inconsistency with policies established in the City of Pomona's General Plan as seen in Appendix A. Implementation of **Mitigation Measure TRA-1 (Prepare and Implement a Construction Traffic Management Plan)**, which requires the development and implementation of a traffic management plan, would decrease potential traffic safety hazards.

#### **Mitigation Measure TRA-1: Prepare and Implement a Construction Traffic Management Plan.**

The contractor shall prepare and implement a construction traffic management plan to reduce potential interference with an emergency response plan, as well as to reduce potential traffic safety hazards and ensure adequate access for emergency responders. Development and implementation of this plan shall be coordinated with the City of Pomona. CHP or the California Department of General Services (DGS) shall ensure that the plan is implemented during construction. The plan shall include, but will not be limited to, the following items:

- Identify construction truck haul routes to limit truck and automobile traffic on nearby streets. The identified routes will be designed to minimize impacts on vehicular and pedestrian traffic, circulation, and safety. Identified haul routes will be recorded in the contract documents.
- Implement comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, warning and detour signs (if required), lane closure procedures (if required), and cones for drivers.
- Evaluate the need to provide flaggers or temporary traffic control at key intersections along the haul route during all or some portion of the construction period.

- Notify adjacent property owners and public safety personnel regarding timing of major deliveries, detours, and lane closures.
- Develop a process for responding to and tracking complaints pertaining to construction activity, including identification of an on-site complaint manager. Post 24-hour contact information for the complaint manager on the site.
- Document road pavement conditions for all routes that would be used by construction vehicles before and after Project construction. Make provisions to monitor the condition of surface streets used for haul routes so that any damage and debris attributable to the haul trucks could be identified and corrected. Roads damaged by construction vehicles shall be repaired to the level at which they existed before Project construction.

Due to the limited amount of time the heaviest construction traffic would be added to the roads, the temporary nature of construction trips, and the implementation of this mitigation management plan, potential conflicts with the circulation system that could decrease the performance or safety of transportation facilities would be **less than significant with mitigation**.

### ***Transportation Impact Analysis***

Signalized intersections in the study area are analyzed based on the HCM 6<sup>th</sup> Edition methodology. This methodology calculates average total vehicle delay of all movements through an intersection. LOS criteria are stated in terms of average delay per vehicle during a specified time period.

### ***Existing Year Analysis (Year 2019)***

Impact analysis at the study intersections were evaluated during the AM and PM peak-hour conditions. Traffic conditions with the Proposed Project were calculated by adding Project-generated volumes to existing traffic volumes. The Project's effects on traffic delay and LOS at the study intersections are compared to existing conditions in **Table 3.17-5**.

**Table 3.17-5. LOS and Delay for Existing Conditions and Project Conditions**

No.	Intersection	Peak Hour	Existing (2019)		Existing + Project		Δ Delay	Significant Impact?
			Delay	LOS	Delay	LOS		
1	Kellogg Dr and Interstate 10 East-Bound (EB) Off Ramp/Campus Drive2	AM	-	A	-	A	-	NO
		PM	-	A	-	A	-	NO
2	East Campus Drive and South Campus Drive	AM	3.4	A	3.5	A	0.1	NO
		PM	19.7	B	20.8	C	1.1	NO
3	Kellogg Drive and Campus Drive	AM	35.7	D	35.6	D	-0.1	NO
		PM	27.1	C	27.1	C	0.0	NO

No.	Intersection	Peak Hour	Existing (2019)		Existing + Project		$\Delta$ Delay	Significant Impact?
			Delay	LOS	Delay	LOS		
4	South Campus Dr and Interstate 10 EB On Ramp	AM	6.5	A	6.6	A	0.1	NO
		PM	3.3	A	3.3	A	0.0	NO
5	Corporate Center Drive and South Campus Drive	AM	7.9	A	7.9	A	0.0	NO
		PM	7.7	A	7.7	A	0.0	NO
6	Ridgeway Street and South Campus Drive	AM	46.6	D	46.9	D	0.3	NO
		PM	54.2	D	54.1	D	-0.1	NO

Notes:

<sup>1</sup>. LOS = level of service; sec = seconds

<sup>2</sup>. The intersection of Kellogg Drive and Interstate 10 EB Off-Ramp/Campus Drive consists of free movements in all directions and is uncontrolled. Therefore, there is no measured delay at this intersection.

As shown in **Table 3.17-4**, all intersections operate acceptably at LOS D or better. No impact occurs at any of the six study intersections during both the AM and PM peak periods when Project trips are added.

### ***Opening Year Analysis (Year 2022)***

To evaluate the potential impacts of the Proposed Project on future conditions at the Projected build out year (2022), it was necessary to develop estimates of future traffic conditions in the area both without and with Project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the Proposed Project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Proposed Project (related projects).

Traffic volumes for Year 2022 were developed by applying a growth rate of 2 percent per year to the existing counts collected. The future traffic forecasts also include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the Proposed Project site by 2022. The related project list was provided by the City of Pomona. Trips generated by the related projects are provided in **Appendix G**. The most notable related project is a 504-unit multi-family residential project located on Corporate Center Drive. It is assumed that a large share of residents will be CPP students.

Project trips were added to the opening year volumes to analyze project-level impacts in the future. The Project's effects on delay and LOS at the study intersections are compared to Year 2022 conditions in **Table 3.17-6**.

**Table 3.17-6. LOS and Delay for Future Conditions and Future plus Project Conditions**

No.	Intersection	Peak Hour	Future (2022)		Future + Project		Δ Delay	Significant Impact?
			Delay	LOS	Delay	LOS		
1	Kellogg Drive and Interstate 10 EB Off Ramp/Campus Drive <sup>2</sup>	AM	-	A	-	A	-	NO
		PM	-	A	-	A	-	NO
2	East Campus Drive and South Campus Drive	AM	3.6	A	3.8	A	0.2	NO
		PM	12.4	B	12.5	B	0.1	NO
3	Kellogg Drive and Campus Drive	AM	37.7	D	37.7	D	0.0	NO
		PM	29.4	C	30.0	C	0.6	NO
4	South Campus Drive and Interstate 10 EB On Ramp	AM	7.2	A	7.3	A	0.1	NO
		PM	3.4	A	3.5	A	0.1	NO
5	Corporate Center Drive and South Campus Drive	AM	5.9	A	5.9	A	0.0	NO
		PM	8.0	A	8.0	A	0.0	NO
6	Ridgeway Street and South Campus Drive	AM	59.5	E	59.7	E	0.2	YES
		PM	68.2	E	60.8	E	-7.4	NO

Notes:

<sup>1</sup> LOS = level of service; sec = seconds

<sup>2</sup> The intersection of Kellogg Drive and Interstate 10 EB Off-Ramp/Campus Drive consists of free movements in all directions and is uncontrolled. Therefore, there is no measured delay at this intersection.

<sup>3</sup> Bold items in the table represent delay or LOS that is below the acceptable threshold.

As shown in **Table 3.17-7**, LOS would remain the same at all six study intersections during both the AM and PM peak periods when Project trips are added. With the exception of Ridgeway Street and South Campus Drive, all intersections operate acceptably at LOS D or better. In the AM peak hour, an impact occurs at the intersection of Ridgeway Street at South Campus Drive since the addition of Project trips causes an increase in delay of 0.2 seconds. Prior to the addition of Project trips, this intersection was operating unacceptably at LOS E.

A mitigation measure will be necessary to reduce the Project-related trip impacts at the intersection of Ridgeway Street at Campus Drive to less than significant for the Opening Year Plus Project scenario. Mitigation Measure TRA-2 would be implemented to minimize this potentially significant impact.

#### **Mitigation Measure TRA-2: Adjust and Optimize Signal Timing Plans for Opening Year Plus Project Conditions**

CHP will work with the City of Pomona to develop and implement measures such that the Project does not reduce LOS or increase delay. This would involve modifying traffic signal cycle length for the signal timing plans such that they are adjusted and optimized for the expected traffic volume demand. Typically, this mitigation measure



should not require any physical modifications to the intersections or roadways, although this would be confirmed with the City.

Adjusting the traffic signal cycle length for the signal timing plans would improve intersection performance to acceptable conditions at the significantly impacted intersection, as seen in **Table 3.17-7**. The mitigated intersection operates acceptably at LOS D. As such, with implementation of Mitigation Measure TRA-2, the Project's contribution to the impact would be mitigated to a less-than-significant level.

**Table 3.17-7. LOS and Delay for Existing Conditions and Project Conditions with Mitigations**

No.	Intersection	Peak Hour	Opening (2022)		Opening + Project with Mitigation		Δ Delay	Significant Impact?
			Delay	LOS	Delay	LOS		
6	Ridgeway Street and South Campus Drive	AM	59.5	E	38.5	D	-21.0	No
		-	-	-	-	-	-	-

### ***Transportation Impact Analysis Summary***

The Proposed Project results in one significant impact in the Opening Year Plus Project scenario. The proposed mitigation, signal timing optimization (Mitigation Measure TRA-2), removes the significant impact at the affected intersection. As a result, the traffic impact due to Project operations would be considered **less than significant with mitigation**.

#### **b. Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)—*Less than Significant***

Consistent with SB 743 and the Office of Planning and Research's Technical Advisory, the change in vehicle miles traveled (VMT) as a result of the CHP Baldwin Park Area Office relocation was evaluated. Average commute trip lengths for the existing and proposed facilities were estimated using employee zip code data provided by CHP and the existing and Proposed Project locations. As shown in **Table 3.17-8**, the average commute trip length and the average home-based-work VMT per employee is lower at the Proposed Project location in Pomona than the existing Baldwin Park Area Office location. This is a net decrease in VMT compared to the existing facility; therefore, the transportation impact is **less than significant**.

**Table 3.17-8. Project VMT Estimates**

Site Location	Average Commute Trip Length	Home-Based-Work VMT/Employee
Baldwin Park	26.9 miles	58.9
Pomona	20.6 miles	41.3

**Notes:** 1. Commuter trip lengths estimated from Baldwin Park CHP employee zip code data.

1       **c. Substantially increase hazards due to a geometric design feature (e.g.,**  
2       **sharp curves or dangerous intersections) or incompatible uses (e.g.,**  
3       **farm equipment)?—*Less than Significant***

4       The Proposed Project would not require changes to any road configurations that could create  
5       sharp curves or dangerous intersections. For discussion regarding potential safety hazards  
6       during construction (e.g., resulting from the presence of slow-moving trucks and equipment),  
7       refer to the discussion under item 3.17.5(a).

8       The Proposed Project would include new vehicular access driveways to the Project site that,  
9       if not properly designed and constructed, could potentially result in safety hazards. However,  
10      the Proposed Project site plan would be designed such that all access roads, driveways, and  
11      parking areas are accessible to emergency service vehicles. This impact would be **less than**  
12      **significant.**

13      **d. Result in inadequate emergency access?—*Less than Significant with***  
14      ***Mitigation***

15      During Project construction, emergency access could be temporarily restricted from the  
16      presence of slow-moving trucks on local roads. As discussed under item 3.17.5(a),  
17      implementation of Mitigation Measure TRA-1 would require the construction contractor to  
18      identify construction haul routes that minimize traffic on nearby streets. Implementation of  
19      this mitigation measure would reduce construction-related impacts on emergency access to  
20      a **less than significant** level.

21      As previously described under item 3.17.5(a), operational traffic would not substantially  
22      reduce the effectiveness of nearby roadways or impair emergency access on these roads. For  
23      these reasons, the Proposed Project would not be expected to result in inadequate emergency  
24      access and, even with increased activity, any impacts of Project operation would be less than  
25      significant.

26      In conclusion, impacts related to emergency access as a result of the Proposed Project would  
27      be **less than significant with mitigation.**



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## 3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Proposed Project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 3.18.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

Federal law does not address TCRs, as these resources are defined in the Pub. Res. Code. However, similar resources, called TCPs, fall under the purview of Section 106 of the NHPA, as referenced in Section 3.5, "Cultural Resources." TCPs are locations of cultural value that are historic properties. A place of cultural value is eligible as a TCP "because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community" (Parker and King 1990, rev. 1998). A TCP must be a tangible property, meaning that it must be a place with a referenced location, and it must have been continually a part of the community's cultural practices and beliefs for the past 50 years or more. Unlike TCRs, TCPs can be associated with communities other than Native American tribes, although the

resources are usually associated with tribes. By definition, TCPs are historic properties; that is, they meet the eligibility criteria as a historic property for listing in the NRHP. Therefore, as historic properties, TCPs must be treated according to the implementing regulations found under Title 36 CFR § 800, as amended in 2001.

## ***State Laws, Regulations, and Policies***

### **CEQA and CEQA Guidelines**

AB 52, which was approved in September 2014 and went into effect on January 1, 2015, requires that state lead agencies consult with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if so requested by the tribe. The bill, chaptered in Pub. Res. Code § 21084.2, also specifies that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment.

Defined in Pub. Res. Code § 21074(a), TCRs are:

(1) Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that are either of the following:

(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources; or

(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

TCRs are further defined under Pub. Res. Code § 21074 as follows:

(b) A cultural landscape that meets the criteria of subdivision (a) is a TCR to the extent that the landscape is geographically defined in terms of the size and scope of the landscape; and

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Mitigation measures for TCRs must be developed in consultation with the affected California Native American tribe pursuant to newly chaptered § 21080.3.2, or according to § 21084.3. Section 21084.3 identifies mitigation measures that include avoidance and preservation of TCRs and treating TCRs with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource.

### 3.18.2 Environmental Setting

As discussed in Section 3.5, “Cultural Resources,” the Proposed Project is in the traditional ancestral territory of the Gabrielino. No tribes with a traditional and cultural affiliation to the Project area have requested consultation with CHP on department projects pursuant to Pub. Res. Code § 21080.3.1. However, in the spirit of Pub. Res. Code § 21080.3.1, California Department of General Services (DGS), on behalf of CHP, notified local tribes who were identified by the NAHC as having a traditional and cultural association with the Project area about the Project via letters dated November 5, 2018. DGS did not receive any tribal requests for consultation on the Project. **Table 3.18-1** lists all those contacted and summarizes the results of the consultation. All correspondence between the Native American Heritage Commission, Native American Tribes, and DGS is provided in **Appendix E**.

**Table 3.18-1. Native American Consultation**

Organization/Tribe	Name of Contact	Letter Date	Tribal Response
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairperson	11/05/2018	No response.
Gabrieleno/Tongva Band of Mission Indians	Anthony Morales, Chairperson	11/05/2018	No response.
Gabrielino/Tongva Nation	Sandonne Goad, Chairperson	11/05/2018	No response.
Gabrielino Tongva Indians of California Tribal Council	Robert F. Dorame, Chairperson	11/05/2018	No response.
Gabrielino-Tongva Tribe	Linda Candelaria, Chairperson	11/05/2018	No response.
Gabrielino-Tongva Tribe	Charles Alvarez, Council member	11/05/2018	Letter not claimed at the post office

### 3.18.3 Discussion of Checklist Responses

#### a. Cause a Substantial Adverse Change to Tribal Cultural Resources That Are:

##### i. Listed, or Eligible for Listing in the California Register of Historical Resources or a Local Register of Historical Resources—*No Impact*

No TCRs that are listed or eligible for listing in the CRHR or a local register of historical resources have been identified within the Project area. Therefore, there would be **no impact** to TCRs that are listed or eligible for listing in the CRHR or a local register.

1           **ii. Determined by the Lead Agency to Be Significant—*Less than***  
2           ***Significant with Mitigation***

3           As mentioned above, although DGS notified tribes with a traditional and cultural affiliation  
4           with the area about the Proposed Project, none of the tribes contacted identified TCRs in the  
5           Project area. Furthermore, no TCRs determined by the lead agency, in its discretion and  
6           supported by substantial evidence, to be significant are known to be located in the Project  
7           vicinity. As a result, it appears that there would be no impact to TCRs. However, it is possible  
8           that Native American archaeological remains or Native American human remains that could  
9           be determined to be TCRs could be discovered during construction. If such resources are  
10          identified, they would be treated according to Mitigation Measure CR-1 or Mitigation Measure  
11          CR-2, respectively, as described in Section 3.5, "Cultural Resources." Implementation of these  
12          mitigation measures would result in a less-than-significant impact with regard to TCRs. As a  
13          result, this impact would be **less than significant with mitigation.**

## 1 **3.19 Utilities and Service Systems**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 2 **3.19.1 Regulatory Setting**

#### 3 ***Federal Laws, Regulations, and Policies***

#### 4 **Energy Policy Act of 2005**

5 The Energy Policy Act of 2005 provides loan guarantees or tax credits for entities that  
 6 develop or use fuel-efficient and/or energy-efficient technologies (USEPA 2017). The act also  
 7 increases the amount of biofuel that must be mixed with gasoline sold in the United States  
 8 (USEPA 2017).

## ***State Laws, Regulations, and Policies***

### **California Integrated Waste Management Act of 1989**

The California Integrated Waste Management Act of 1989 (Pub. Res. Code, Division 30) requires all California cities and counties to implement programs to reduce, recycle, and compost wastes by at least 50 percent by 2000 (Pub. Res. Code § 41780). The state, acting through the California Integrated Waste Management Board (CIWMB), determines compliance with this mandate. Per-capita disposal rates are used to determine whether a jurisdiction's efforts are meeting the intent of the act.

### **California Solid Waste Reuse and Recycling Access Act of 1991**

The California Solid Waste Reuse and Recycling Access Act of 1991 (Pub. Res. Code §§ 42900–42911) requires that all development projects applying for building permits include adequate, accessible areas for collecting and loading recyclable materials.

### **California Integrated Energy Policy**

SB 1389, passed in 2002, requires the CEC to prepare an Integrated Energy Policy Report for the governor and legislature every 2 years. The report analyzes data and provides policy recommendations on trends and issues concerning electricity and natural gas, transportation, energy efficiency, renewable energy, and public interest energy research. The 2017 Integrated Energy Policy Report Update includes policy recommendations, such as continued renewable energy development and development and implementation of distributed energy resource technologies (CEC 2018).

### **Title 24–Building Energy Efficiency Standards**

Title 24 Building Energy Efficiency Standards of the California Building Code are intended to ensure that building construction, system design, and installation achieve energy efficiency and preserve outdoor and indoor environmental quality (CEC 2016). The standards are updated on an approximately 3-year cycle. The 2016 standards went into effect on January 1, 2016.

### **Urban Water Management Planning Act**

California Water Code §§ 10610 *et seq.* requires that all public water systems providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 acre-feet per year (AFY), prepare an urban water management plan (UWMP).

## ***Other Standards and Guidelines***

### **Leadership in Energy & Environmental Design**

LEED is a green building certification program, operated by the USGBC, which recognizes energy-efficient and/or environmentally friendly (green) components of building design (USGBC 2018a). To receive LEED certification, a building project must satisfy prerequisites and earn points related to different aspects of green building and environmental design. The four levels of LEED certification are related to the number of points a project earns (USGBC 2016):

- 1) certified (40–49 points);
- 2) Silver (50–59 points)
- 3) Gold (60–79 points); and
- 4) Platinum (80+ points).

Points or credits may be obtained for various criteria, such as indoor and outdoor water use reduction, and construction and demolition (C&D) waste management planning. Indoor water use reduction entails reducing consumption of building fixtures and fittings by at least 20 percent from the calculated baseline and requires all newly installed toilets, urinals, private lavatory faucets, and showerheads that are eligible for labeling to be WaterSense labeled (USGBC 2017a). Outdoor water use reduction may be achieved by showing that the landscape does not require a permanent irrigation system beyond a maximum 2-year establishment period, or by reducing the project's landscape water requirement by at least 30 percent from the calculated baseline for the site's peak watering month (USGBC 2017b). C&D waste management points may be obtained by diverting at least 50 percent of C&D material and three material streams, or generating less than 2.5 pounds of construction waste per square foot of the building's floor area (USGBC 2018b). CHP, as a state agency, is required at a minimum to meet LEED silver requirement for new facilities.

### 3.19.2 Environmental Setting

#### **Water**

Water service would be provided to the Proposed Project site by the City of Pomona via the City's Public Works Department. Supply sources include groundwater, treated surface water, and imported water. Groundwater makes up approximately 70 percent of the City's water supply, and is drawn from four groundwater basins, including Chino Basin, Pomona Basin, Claremont Heights Basin, and Spadra Basin. The additional 23 percent of water is supplied by imported water from the Metropolitan Water District of Southern California (MWD), and the remaining 7 percent is local surface water from the San Antonio and Evey Canyon watersheds, which is treated at the Pedley Water Treatment Plant (City of Pomona 2014a).

City-owned infrastructure supporting the development and distribution of potable water supply consists of 11 pressure zones and has 22 storage reservoirs, 15 active booster pumping stations, 41 groundwater wells, four imported water connections, two inter agency connections, seven water treatment facilities, one spreading ground and 28 pressure regulating stations. The potable water distribution system has about 6,000 fire hydrants and approximately 421 miles of pipelines. The non-potable system consists of the Sanitation District of Los Angeles County's Pomona Water Reclamation Plant (PWRP), three non-potable water wells within the Spadra Basin, two reservoirs, six booster pumps, two pressure zones and two transmission lines. Existing waterlines run along the eastern (parallel to East Campus Drive) and southern perimeter (parallel to South Campus Drive) of the project site. (City of Pomona 2016).

The City of Pomona provides water service to over 158,000 customers in its service area, including most of the City's 22.9 square miles and approximately 275 acres of residential property and open space outside of the City. Within the service area, almost half of the City's



land area (48%) is devoted to public uses including parks, dedicated open spaces, schools and community facilities as well as streets and other rights-of-way. The remaining land containing private development is composed primarily of housing (35%), industrial (8%), commercial (4%) and office (1%) uses. (City of Pomona 2016)

Total potable and raw water demand in the City of Pomona's service area in 2015 was 20,910 acre-feet (AF). This demand is projected to increase to 29,570 AF by 2040. The present system can meet water demands during normal, single dry, and multiple dry years over the next 25 years (City of Pomona 2016). **Table 3.19-1** shows actual and projected potable and raw water demands within the Pomona System.

**Table 3.19-1.** City of Pomona Actual 2015 and Projected Potable and Raw Water Demands (in acre-feet)

Water Use Type	2015	2020	2025	2030	2035	2040
Single Family	9,607	10,096.64	10,611.67	11,152.97	11,721.88	12,319.82
Multi-Family	3,847	4,043.20	4,249.45	4,466.21	4,694.03	4,933.48
Commercial*	5,358	5,631.73	5,919.01	6,220.94	6,538.27	6,871.79
Landscape	1,246	1,309.50	1,376.30	1,446.51	1,520.29	1,597.84
Groundwater recharge	0	525.51	552.31	580.48	610.10	641.22
Sales/Transfers/Exchanges to other agencies	0	2,627.53	2,761.56	2,902.42	3,050.48	3,206.08
<b>Total</b>	<b>20,910**</b>	<b>24,234</b>	<b>25,470</b>	<b>26,770</b>	<b>28,135</b>	<b>29,570</b>

\*Includes Industrial

\*\*Includes 852 AF in "Losses"

Source: City of Pomona 2015 Urban Water Management Plan (2016)

## Sewer

Wastewater service would be provided to the Proposed Project site by the CPP. The CPP's existing sewer system consists of over 4.8 miles of sewers owned and maintained by CPP, and an additional 1.8 miles of sewer laterals maintained by CPP (California State Polytechnic University Pomona N.D.). The majority of the CPP wastewater flows are domestic sanitary waste (approximately 90-95 percent) and the remainder is from fast food restaurants on the campus (California State Polytechnic University Pomona N.D.). There are no existing capacity issues or concerns in the CPP sewer system (DGS 2019).

The CPP's wastewater is treated and disposed of at the Los Angeles County Sanitation District's San Jose Creek Water Reclamation Plant (SJCWRP). The SJCWRP is located at 1965 Workman Mill Road, in unincorporated Los Angeles County, near the City of Whittier (Los Angeles County Sanitation District [LACSD] 2019a). The SJCWRP treats 100 million gallons per day (mgd) (LACSD 2019b).

The SJCWRP provides primary, secondary and tertiary treatment and serves a population of approximately 1 million people. Approximately 42 mgd of the recycled water is used at over 130 different sites. Reuse applications include landscape irrigation of parks, schools, and

greenbelts; and groundwater recharge. The remainder of the recycled water is discharged into the San Gabriel River before flowing into the ocean. (LACSD 2019b).

### ***Stormwater***

Storm water infrastructure in the vicinity of the Proposed Project site would be provided by Los Angeles County, which is a co-permittee under the Los Angeles County MS4 permit and manages stormwater in and around the Project area (see Section 3.9, "Hydrology and Water Quality"). No apparent stormwater infrastructure currently exists on the Project site. However, there is an existing 72-inch-diameter pipe located on the CPP campus west of the Proposed Project site (approximately 120 feet west) that would convey stormwater off of the property into the existing stormwater drainage system (San Jose Creek Channel).

The ground surface in the site vicinity generally slopes southeast, and surface water runoff sheet-flows off site along the existing ground contours to city streets, and appears to drain directly into North San Jose Creek. (Avocet 2018; Geocon West, Inc. 2018). In general, the bulk of the City of Pomona's stormwater system is comprised of pipelines owned by the Los Angeles County Public Works (City of Pomona 2016).

### ***Solid Waste***

The collection of solid waste would be provided by a commercial waste hauler. The City of Pomona Public Works Department only provides trash, recycling, and special pickup services for single-family residences, duplexes, triplexes, and some fourplexes (City of Pomona 2014a). Solid waste collected within the city that cannot be recycled or composted is transported to one of the following landfills: (1) Olinda Alpha Landfill, (2) El Sobrante Landfill, (3) Azusa Land Reclamation Company Landfill, and (4) Mid-Valley Sanitary Landfill (aka, Fontana Refuse Disposal Site). As of 2019, these four landfills had a remaining capacity of 34.2, 143.9, 51.5, and 67.5 million cy out of a total maximum permitted capacity of 148.8, 209.9, 80.5, 101.3 million cy, respectively (California Department of Resources Recycling and Recovery [CalRecycle] 2019). The estimated closure date for these four facilities is 2021, 2051, 2045, and 2033, respectively (CalRecycle 2019). Since the Olinda Alpha Landfill is anticipated to reach capacity in 2021, the other three landfills are more likely to be used and available for the Proposed Project.

Recyclable waste generated on-site may be taken to one of the three recycling centers serving the City of Pomona that accept mixed recyclables and/or metal scrap. These centers include: Mission Recycling, Pomona Scrap Metal, and Recycling Resources.

Three fully-permitted, Class I landfills exist in California for disposal of hazardous waste: Chemical Waste Management's facility in Kettleman City, Clean Harbors' facility in Buttonwillow, and Clean Harbors' facility in Westmorland (DTSC 2019). The nearest of these to the Project site is Clean Harbors' Westmorland facility, which is approximately 163 miles northwest of the Project site.

### ***Electricity and Natural Gas***

Southern California Edison (SCE) would provide electrical service to the Proposed Project site. Southern California Gas (**SoCalGas**) would provide natural gas service, if natural gas is desired.

## Communications

Dish Network/Frontier are local providers of communication system services (data and phone) that could service the Proposed Project. Dish Network can provide satellite TV. Telephone and internet services could be provided by Frontier. (DGS 2019).

### 3.19.3 Discussion of Checklist Responses

#### a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities—*Less than Significant*

The Proposed Project would require limited volumes of water for employee and visitor handwashing, toilet flushing, landscape irrigation, and other miscellaneous activities. In accordance with LEED standards, the Proposed Project would have water-efficient fittings and fixtures and would feature limited and drought-tolerant landscaping. In this respect, the Proposed Project would be more water-efficient than the existing CHP facility in Baldwin Park. The Proposed Project's water demand would be a small fraction of the City of Pomona's total water demand and would not in itself require construction of any new water treatment facilities or expansion of existing facilities. During Project construction, water would be supplied by a water truck and sanitary portable restrooms would be used. The Project would generate limited volumes of wastewater during operation, which would be within the capacity of the SJCWRP.

The Proposed Project would create an additional 3.9 acres of impervious surface, which could generate additional stormwater runoff compared to that generated at the site under existing conditions. However, the new stormwater pipe (detailed in Chapter 2, *Project Description*) would be adequately sized to convey the additional runoff into the existing drainage system. See Section 3.9, "Hydrology and Water Quality," for additional discussion of stormwater.

Finally, the Proposed Project would require construction of connections to the City of Pomona's water and CPP's sewer systems, as detailed in Chapter 2, *Project Description*. These connections are considered part of the Proposed Project, and the potential environmental effects of their construction are discussed throughout this document.

The Proposed Project would require connections to existing electrical, telecommunications, and, potentially, natural gas lines as detailed in Chapter 2, *Project Description*. These connections are considered part of the Proposed Project, and the potential environmental effects of their construction are discussed throughout this document.

Overall, the Proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage facilities (apart from those included as part of the Project). The Proposed Project would not require or result in new or expanded electric power, natural gas or telecommunications facilities, and instead would only potentially result in connections to existing facilities with available capacity. Therefore, this impact would be **less than significant**.

**b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years—*Less than Significant***

Construction activities for the Proposed Project would rely on water trucks to meet water supply needs (e.g., for dust control, equipment cleaning, and fill conditioning). During operation, the Project site would obtain water from the City of Pomona. As described above, the City of Pomona's supply sources include groundwater, treated surface water, and imported water. Groundwater makes up approximately 70 percent of the City's water supply, 23 percent of water is imported water from MWD, and the remaining 7 percent is local surface water from the San Antonio and Evey Canyon watersheds. (City of Pomona 2014a). The City's present water system is expected to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years over the next 25 years (City of Pomona 2016).

As noted above under "a," as a State of California government facility, the Proposed Project would be required to obtain LEED silver certification and would feature water-efficient fittings and fixtures to conserve water. In this regard, the new facility would likely be more water-efficient than the existing CHP facility in Baldwin Park. Overall, The City of Pomona would have sufficient water supplies available to serve the Proposed Project. Therefore, this impact would be **less than significant**.

**c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments—*Less than Significant***

As described under "a" above, the Proposed Project would not generate municipal wastewater during construction because sanitary portable restrooms would be used. During operation, employees and visitors on the Project site would generate wastewater from toilet flushing, hand washing, and other related activities. The limited volume of wastewater that may be generated by the Proposed Project would not be expected to materially affect the remaining capacity at the SJCWRP. As noted under Section 3.19.2 above, this treatment plant treats average daily flows of 100 mgd(LACSD 2019a). Therefore, the wastewater treatment provider would have sufficient capacity to serve the Proposed Project. As a result, this impact would be **less than significant**.

**d-e. Generate solid waste in excess of State or local standards, the capacity of local infrastructure, or impair solid waste reduction goals / Comply with all applicable management and reduction regulations related to solid waste—*Less than Significant***

During construction, the Proposed Project would generate some construction debris associated with site preparation, removal of the existing pavement, soil, and other materials. This would include removing the existing perimeter and internal fencing, removal of the existing structures at the north end of the property, clearing and grubbing, grading, excavation, importing and placing fill, and compacting the fill and other materials. During operation, the Proposed Project would generate typical domestic solid waste (e.g.,

employees' trash) as well as hazardous wastes (e.g., fuel, oil, and other automotive fluids) from automobile servicing. Hazardous wastes generated by the Proposed Project would be stored on site and transported approximately quarterly to an appropriate hazardous waste facility for disposal or recycling.

The Proposed Project would be LEED silver-certified and would have recycling bins on site. In accordance with the Integrated Waste Management Act, the Proposed Project would seek to divert at least 50 percent of its solid waste. The Project site would be served by the City of Pomona and non-recyclable solid waste generated by the Proposed Project would be taken to one of the following landfills: El Sobrante Landfill, Azusa Land Reclamation Company Landfill, and Mid-Valley Sanitary Landfill. As described in Section 3.19.2, these landfills have sufficient remaining capacity and are not projected to close until 2033 at the earliest. The relatively minimal amounts of solid waste that would be generated by the Proposed Project would not meaningfully affect this landfill's capacity.

As such, the Proposed Project would not generate solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, or impair the attainment of any solid waste goals. Additionally, it would comply with applicable management and reduction regulations related to solid waste. Therefore, this impact would be **less than significant**.

## 1 3.20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2 3.20.1 Regulatory Setting

#### 3 ***Federal Laws, Regulations, and Policies***

4 No federal regulations are applicable to wildfire in relation to the Proposed Project.

#### 5 ***State Laws, Regulations, and Policies***

##### 6 **California Fire Code**

7 Please see Section 3.15, "Public Services," for requirements listed in the California Fire Code,  
8 Title 24 CCR, Part 9, that are applicable to wildfire in relation to the Proposed Project.

##### 9 **State of California Government Code § 51179**

10 Section 51189 of the State of California Government Code requires that local agencies  
11 designate Very High Fire Hazard Severity Zones within their jurisdiction, unless existing  
12 designations are equal to or more restrictive than Very High Fire Hazard Severity Zones. A  
13 local agency may also designate areas as Very High Fire Hazard Severity Zones within their

jurisdiction that weren't previously identified by CAL FIRE, or alternatively, exclude areas not necessary for fire protection, as long as either of these findings are supported by substantial evidence (surrounding vegetation, regional topography, and weather patterns) that they do/do not warrant fire protection.

#### **California Senate Bill No. 1241**

California Senate Bill No. 1241 (Bill) requires that cities and counties include a safety element in their general plans that provides protections to the community from risks associated with wildland and urban fires. The safety element would include requirements for SRAs and LRAs with Very High Fire Hazard Severity Zones. The Bill also requires that the State of California Office of Planning and Research coordinate with CAL FIRE to develop guidelines to ensure that Wildfire risk is evaluated under CEQA (State of California 2012).

#### **Strategic Fire Plan for California**

The Strategic Fire Plan for California is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE and is updated on a yearly basis. The Plan places emphasis and provides guidance on fire prevention, natural resource management, bringing multiple fire protection jurisdictions together to create county-based and community-based plans, promoting local planning processes, reducing firefighting costs and property losses, firefighter safety, and fire suppression efforts (CAL FIRE 2018).

### **3.20.2 Environmental Setting**

The Project site is located in a disturbed area with agricultural row crops on the southern side of the site and orange groves on the eastern side of the site. Sparse non-native vegetation is located in small patches throughout the Project site. A vegetated strip containing non-native grasses and landscaping trees border the Project site on the southern end of the parcel and extend east and west from the Project site in the utility connection and road improvement areas. East Campus Drive borders the Project site on the eastern side; further east is a dense vegetated strip of trees and shrubs. An agricultural lot used for grazing is located directly north of the Project site; further north is the continuance of East Campus Drive and the dense vegetated strip containing shrubs and trees. To the west of the Project site are CPP facilities.

#### ***Wildfire Hazard Areas***

CAL FIRE maps areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (CAL FIRE 2012a). The areas are referred to as Fire Hazard Severity Zones (FHSZ). SRAs are defined based on land ownership, population density and land use, and CAL FIRE has a legal responsibility to provide fire protection on all SRA lands (CAL FIRE 2012b). LRAs are also identified by CAL FIRE but managed at the local level, and are classified as Very High Fire Severity Zones. The Division of the Los Angeles County Fire Department assists and supports implementation of the CAL FIRE FHSZ model designation in Los Angeles County.

Although the Project site and associated utility connection and road improvement areas are not located within a CAL FIRE designated SRA or LRA, lands designated as such are located in close proximity to project areas. The nearest CAL Fire designated SRA is approximately 0.8 mile west of the Project site. Similar to the Project site, the SRA is located in the community

of Walnut Islands in unincorporated Los Angeles County. This SRA has moderate, high, and very high fire hazard severity zones. A CAL FIRE designated LRA is located approximately 0.3 mile north of the Project Site, and is designated as having a very high fire hazard severity zone. (CAL FIRE 2008).

Additionally, the City of Pomona designates a portion of the CPP campus directly west of the Project site as having a high fire threat. Portions of the dense vegetated strip of shrubs and trees directly east of East Campus Road have also been designated as having a high fire threat (City of Pomona 2014). The City of Pomona's General Plan states that with the right combination of factors, such as dry vegetation and Santa Ana winds, even a small fire could quickly spread and threaten nearby residential neighborhoods. The City of Pomona's General Plan also states that there are a small number of facilities and assets that are considered to be at medium risk from wildfires on the CPP campus.

Fire protection services in the Project area are provided by the LACoFD. Section 3.15, "Public Services," further describes fire protection services for the Project site.

### 3.20.3 Discussion of Checklist Responses

#### a. Substantially impair an adopted emergency response plan or emergency evacuation plan—*Less than significant with mitigation*

As detailed in Section 3.9.3 (g) in "Hazards and Hazardous Materials," traffic along East Campus Drive and South Campus Drive will potentially increase as a result of construction-related vehicle trips and trucks traveling to and from the Proposed Project site. An increase in traffic could temporarily impair the response times to an emergency in areas near the Proposed Project. However, constructed-related traffic would be temporary with only a limited amount of construction vehicles traveling to and from the Proposed Project on a daily basis. Emergency vehicle access would remain open at all times. Implementation of Mitigation Measure TRA-1, as discussed in Section 3.9.3 (g) in "Hazards and Hazardous Materials," would require preparation of a traffic management plan which would minimize potential conflict with an emergency response plan or emergency evacuation plan. Impacts would be less than significant with mitigation.

The City of Pomona's Emergency Operations Plan (City of Pomona 2011), the County of Los Angeles All-Hazard Mitigation Plan (County of Los Angeles 2014), and the County of Los Angeles Operational Area Emergency Response Plan (County of Los Angeles 1998) do not identify any roads in the proposed project area as emergency evacuation routes; however, CPP has established procedures and pre-determined evacuation routes in case of emergencies (Cal Poly Pomona 2008). These evacuation routes do include South Campus Drive. As stated above, access for emergency vehicles would remain open at all times during construction, and implementation of Mitigation Measure TRA-1 would ensure that impacts to this potential evacuation route would be less than significant with mitigation.

During operation of the Proposed Project, daily traffic to and from the Proposed Project location would be comparable to the existing CHP Baldwin Park Area Office facility. For more details regarding potential traffic-related impacts, please refer to Section 3.17, "Transportation." Ongoing operation of the Proposed Project would not substantially impair an existing emergency response plan or interfere with any established evacuation routes.



Therefore, impacts resulting from operation-related activities associated with the Proposed Project would be less than significant.

Thus, overall, impacts on emergency response plans and emergency evacuation plans would be **less than significant with mitigation**.

**b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire—*Less than significant***

Wildfires can cause substantial destruction to infrastructure and homes and threaten human life. They can also cause secondary hazards, such as exposing people to air pollutants that are harmful to human health.

As described above in Section 3.20.2, “Environmental Setting,” the nearest SRA is located 0.8 mile west of the Proposed Project, and the nearest LRA is located 0.3 mile north. Road improvements and utility connections would occur near two areas that the City of Pomona designates as high fire threat areas. Road improvements associated with the Proposed Project would occur within East Campus Drive and consist of re-striping the existing road to allow for two-way traffic along the project site boundary; a high fire threat area is located directly east of East Campus Road in the dense vegetated strip of shrubs and trees. Road improvements would also occur within South Campus Drive and would involve creation of a new left turn lane from South Campus Drive onto East Campus Drive; the intersection of East Campus Drive and South Campus Drive is directly southwest of a high fire threat area. Utilities (water, sewer, gas, electric, phone, internet, and cable) would be installed underground and connect with existing utilities offsite; utility connections that would occur west of the Project site would be located near a high fire threat area within the CPP campus.

As stated in the City of Pomona’s General Plan, the right combination of factors (dry vegetation, Santa Ana winds, etc.), even a small fire could quickly spread and threaten nearby residential neighborhoods (City of Pomona 2014). The Proposed Project site is relatively flat and construction of the site would not alter the existing topography or create slopes that would increase the risk of a potential wildfire to spread and subsequently expose people to harmful pollutants. High winds, however, such as the Santa Ana winds, can carry wildfire smoke and air pollutants substantial distances, which can degrade air quality both near and far from the wildfire. Project activities occurring near the City of Pomona’s designated high fire threat areas could potentially exacerbate wildfire risks if construction equipment located near these areas presented an ignition source. As discussed in Section 3.9.3 (h) in *Hazards and Hazardous Materials*, the Proposed Project would be required to comply with CAL FIRE’s Wildland Fire Management’s Public Resources Code which requires that sites be supplied and maintained with adequate firefighting equipment. In addition, all work would comply with applicable federal, local, and state fire prevention regulations, including the California Fire Code. Therefore, through adherence to applicable regulations, the potential for an increased risk due to wildfires would be minimized. Project impacts resulting from wildland fires would be **less than significant**.

1       **c. Require the installation or maintenance of associated infrastructure**  
2       **(such as roads, fuel breaks, emergency water sources, power lines or**  
3       **other utilities) that may exacerbate fire risk or that may result in**  
4       **temporary or ongoing impacts to the environment—*Less than***  
5       ***significant***

6       As described above, road improvements and utility connections would occur as a result of  
7       construction of the Proposed Project near two areas that the City of Pomona designates as  
8       high fire threat areas. Project activities occurring near the City of Pomona's designated high  
9       fire threat areas could potentially exacerbate wildfire risks if construction equipment located  
10      near these areas presented an ignition source; however, as discussed in Section 3.9.3 (h) in  
11      "Hazards and Hazardous Materials," the Proposed Project would be required to comply with  
12      CAL FIRE's Wildland Fire Management's Public Resources Code which requires that sites be  
13      supplied and maintained with adequate firefighting equipment. In addition, all work would  
14      comply with applicable federal, local, and state fire prevention regulations, including the  
15      California Fire Code. Once operational, utilities associated with the Proposed Project would  
16      be buried, and would only be accessed to perform routine maintenance. Maintenance crews  
17      for the Proposed Project's infrastructure would access infrastructure on the Project site or  
18      offsite via existing roadways. Potential for wildfires associated with Project operation would  
19      be similar to existing wildfire hazard conditions within the Project vicinity, and would not  
20      exacerbate the risk of wildfire. Through adherence to applicable regulations, impacts  
21      resulting from temporary or ongoing exacerbated fire risk due to installation of the Proposed  
22      Project and the associated utility connections and road improvements would be **less than**  
23      **significant**.

24      **d. Expose people or structures to significant risks, including downslope or**  
25      **downstream flooding or landslides, as a result of runoff, post-fire slope**  
26      **instability, or drainage changes—*No impact***

27      As described in Section 3.7, "Geology, Soils, and Seismicity," the Project site is relatively flat.  
28      Topography slopes gently to the south until it reaches the concrete-lined San Jose Creek  
29      channel. The preliminary geotechnical investigation considered risk from landslides, slope  
30      failure, and lateral spreading to be low (Geocon West, Inc. 2018). Because construction of the  
31      Proposed Project would not alter topography or create slopes that would increase the risk of  
32      susceptibility to wildfires or landslides, no people or structures would be exposed to any  
33      downslope or downstream flooding or landslides as a result of runoff, post-fire slope  
34      instability or drainage changes; therefore, there would be **no impacts**.

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## 3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
a. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the Project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.21.1 Discussion of Checklist Responses

#### a. Effects on environmental quality, fish or wildlife, and historic resources—*Less than Significant with Mitigation*

##### ***Wildlife Habitat and Populations; Rare and Endangered Species***

As described in Section 3.4, “Biological Resources,” the Project site is located on an approximately 6-acre undeveloped, agricultural area in the northwest corner of South Campus Drive and East Campus Drive, in the northeast corner of the CPP campus. The Project site is relatively isolated from areas of natural vegetation by freeways, surface streets, and academic and commercial development. This environment provides minimal habitat for species; of the 53 wildlife species identified in database searches associated with the Project site, one species, a Cooper’s hawk (*Accipiter cooperii*), was present during the biological surveys, and nine wildlife species have potential to occur on the Project site due to the presence of suitable or marginally suitable habitat.

The London Plane trees located in the southern portion of the Project site and the eucalyptus trees located east of the Project site (east of East Campus Drive) have potential to be used by nesting raptor species, such as Cooper's hawk, as well as by other nesting birds, such as the house finch. Noise and disturbance associated with construction of the Project could adversely affect nesting birds in areas adjacent to these trees, resulting in nest abandonment and/or failure. Removal of a portion of the orange orchard and removal/demolition of the trailers and equipment storage area materials could harm or kill nesting birds and their young. Impacts on an active nest of a protected bird species during construction or operation would violate protections under the MBTA and CF&G Code, and such an impact would be considered significant. With implementation of **Mitigation Measure BIO-1**, the Project would avoid impacts on nesting birds by identifying and avoiding direct and indirect impacts to occupied nests.

Demolition and/or removal of existing structures containing occupied roosts of special-status bats would be a significant impact. However, implementation of **Mitigation Measures BIO-2a** and, if necessary, **Mitigation Measures BIO-2b** and **BIO-2c** would reduce impacts to bats by identifying the location of bat roosts and implementing protection measures to avoid, minimize, and provide replacement roosts, if needed.

In general, the Proposed Project would be constructed in an area surrounded by development on land owned by CPP in unincorporated Los Angeles County. This area does not support significant wildlife habitat or populations, or a large number of rare or endangered species. As the Project would avoid or substantially reduce impacts on species through implementation of Mitigation Measures BIO-1, BIO-2a, BIO-2b, and BIO-2c and compliance with existing laws and regulations, it would not substantially affect biological resources. Therefore, this impact would be **less than significant with mitigation**.

### ***California History and Prehistory***

As described in Section 3.5, "Cultural Resources," no historical resources are located within the Project footprint, and no archaeological resources were identified during the archaeological survey that was conducted for the Proposed Project. Nevertheless, the region was occupied by prehistoric and native peoples at one time, and it is possible that artifacts from these populations could be present below-ground. The ground-disturbing activities associated with Project construction (e.g., site clearing and grading, excavation for foundations and utilities) could potentially encounter these resources, and, if the Project activities were to adversely affect their eligibility for listing in the CRHR, a significant impact could result. Likewise, human remains could potentially be encountered during ground-disturbing activities (although this is considered unlikely); if such remains were not preserved and/or treated correctly, then a significant impact could occur.

The Proposed Project would avoid or substantially reduce potential impacts on cultural resources and TCRs of significance with respect to California history and prehistory by implementing **Mitigation Measures CR-1** and **CR-2**. Mitigation Measure CR-1 would require that construction activities be immediately halted if cultural resources are discovered, and that proper protocols be followed for the cultural resources to be evaluated for eligibility for inclusion in the CRHR, and for additional mitigation measures to be implemented for any eligible resources that could be adversely affected by Project construction activities. Mitigation Measure CR-2 would require that construction be immediately halted and that the applicable provisions of the California Health and Safety Code be implemented (e.g.,

notification of the coroner, and, if applicable, the NAHC and MLD) if human remains are accidentally discovered.

Overall, given the Project site's history of disturbance and lack of cultural resources at the surface, it is considered relatively unlikely that the Project's construction activities would encounter or adversely affect cultural resources, TCRs, or other materials of significance to California history or prehistory. Nevertheless, ground-disturbing activities could encounter buried resources that are currently unknown, and, if proper protocols are not followed, a significant impact could potentially occur. Implementation of Mitigation Measures CR-1 and CR-2 would ensure that the Proposed Project's effects on California history and prehistory would be **less than significant with mitigation**.

## **b. Cumulative Impacts—Less than Significant with Mitigation**

A cumulative impact refers to the combined effect of "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines § 15355). Cumulative impacts reflect "the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (CEQA Guidelines § 15355[b]).

Lead agencies may use a "list" approach to identify related projects or may base the identification of cumulative impacts on a summary of projections in an adopted general plan or related planning document (CEQA Guidelines § 15130[b]), also known as the "projection" approach. This document utilizes a combination of the list and projection approaches. Project contributions to localized cumulative impacts (air quality, biological resources, noise and vibration) are evaluated using the list approach, while Project contributions to regional cumulative impacts (greenhouse gas [GHG] emissions and traffic) are evaluated using the projection approach.

Projects with the potential to contribute to the same cumulative impacts as the Proposed Project are to a large extent within close geographic proximity to the Project area, except for certain resources (e.g., air quality, greenhouse gas emissions). **Table 3.21-1** defines the geographic scope that will be used in the impact analysis for applicable resource areas.

**Table 3.21-1. Geographic Scope for Resources with Potential Cumulative Impacts**

Resource	Scope
Air Quality	South Coast Air Basin
Biological Resources	Migratory nesting sites and natural habitat in the Project site and surrounding area
Greenhouse Gas Emissions	The State of California, where GHG policies and regulations have been established; however, the true impact of GHG emissions is global in nature
Noise and Vibration	Project site and surrounding areas exposed to noise and vibration generated on the Project site

Resource	Scope
Transportation	Los Angeles County, Pomona, and CPP roadways that would experience traffic generated by the Proposed Project

The list approach is applied by developing a list of past, present, and reasonably foreseeable projects. Projects considered in this analysis are listed in **Table 3.21-2**. The list of projects used for this analysis was developed by coordinating with the list of related projects considered in the future traffic analysis in Section 3.17, "Transportation," which are projects undergoing review by the City of Pomona. The most notable related project is a 504-unit multi-family residential project located on Corporate Center Drive. It is assumed that a large share of residents of this project will be Cal Poly Pomona students. These projects may have construction activities occurring at the same time as the Proposed Project. While not every possible cumulative project is likely listed, the list of cumulative projects is believed to be comprehensive and representative of the types of impacts that would be generated by other projects related to the Proposed Project. The cumulative impact evaluation assumes that the impacts of past and present projects are represented by baseline conditions, and cumulative impacts are considered in the context of baseline conditions alongside reasonably foreseeable future projects.

**Table 3.21-2.** List of Reasonably Foreseeable Future Projects that May Cumulatively Affect Resources of Concern for the Proposed Project

Project Number	Project Address	Brief Project Description	Distance from Project
1	1626 West Mission Boulevard, Pomona	This residential project includes construction of 24 residential condominiums.	3.7 miles
2	1561 Via Estrella, Pomona	Four new duplex buildings would be constructed, for a total of eight single-family detached units on 8 lots.	3.4 miles
3	901 Corporate Center Drive, Pomona	The applicant proposes to develop 299 multi-family residential units, construct a shared-use parking structure, demolish the existing commercial building, and develop an additional 205 multi-family residential units, for a total of 504 units.	1.7 miles

Source: City of Pomona 2019 [taken from Appendix G, Traffic Data].

Detailed analysis of a project's contribution to cumulative impacts is required when (1) a cumulative impact to which a project may contribute is expected to be significant, and (2) the project's contribution to the cumulative impact is expected to be cumulatively considerable, or significant in the context of the overall (cumulative) level of effect. **Table 3.21-3** summarizes cumulatively significant impacts and identifies the Proposed Project's contribution. Additional analysis follows for those impacts to which the Proposed Project would contribute.

1 **Table 3.21-3. Summary of Cumulatively Significant Impacts and Proposed Project's Contribution**

Resource Topic	Cumulatively Significant Impacts	Proposed Project's Contribution
Agricultural Resources	None identified.	No analysis required.
Air Quality	The portion of Los Angeles County within the South Coast Air Basin (Basin) that contains the Project site is designated as a federal and state non-attainment area for ozone and PM2.5 and federal non-attainment for lead. For PM10, the area is in state non-attainment and federal maintenance. Major sources of air pollution in the Basin include on- and off-road vehicles, fuel combustion, architectural coating and consumer products, and watercraft; major sources of lead in Los Angeles County include industrial sites, aircraft, trains, and construction equipment.	Construction and operational mass emissions are below the SCAQMD's mass emission screening level significance thresholds. The Proposed Project would comply with the SCAQMD's Rule 403, Fugitive Dust, which would minimize particulate matter emissions during the Project's construction. The Project's contribution to the cumulatively significant impact would therefore be less than considerable.
Biological Resources	Past and present actions in the Project area, including widespread urban development, have adversely affected regionally sensitive biological resources. The Project area is home to many special-status species, and these species face threats from any number of development projects and human activities.	The Proposed Project would be unlikely to substantially affect biological resources, including special-status species. Due to the Project site's location on a currently impacted site in urban Los Angeles County, California, there is minimal suitable habitat on the site or nearby populations of special-status species, from which individuals could stray. Further analysis is provided below.
Cultural Resources	Throughout California, the Native American cultural legacy, including culturally important sites and traditional cultural practices, has been substantially affected by land management practices and urbanization over the past 150 years. While the City and County general plans of various jurisdictions contain policies regarding preservation of important cultural resources, ongoing development could lead to the cumulative loss of significant historic, archeological, and paleontological resources. This impact would be considered cumulatively significant.	The Proposed Project would not impact any known cultural resources, as no cultural resources were identified on the site based on the record search and archaeological survey. Nevertheless, Project construction activities could encounter buried unknown cultural resources, including archaeological finds, or human remains. With implementation of Mitigation Measures CR-1 and CR-2, the Proposed Project's effects on cultural resources would be less than significant. Likewise, the Project's contribution to cumulatively significant impacts would be less than considerable.
Energy	California has the second highest total energy consumption in the United States but one of the lowest energy consumption rates per capita (48th in 2016) due to its mild climate and energy efficiency programs. Communitywide sources of GHG emissions (and presumably energy use) in the unincorporated county in 2010 were primarily from building energy use, on- and	California's Renewable Portfolio Standard (RPS) requires electricity suppliers to increase the amount of electricity generated from renewable sources to 33 percent by 2020, to 50 percent by 2026, and 100 percent by 2045. The energy consumption during construction and operations is necessary for the protection of public safety and the enforcement of vehicular and traffic laws on



Resource Topic	Cumulatively Significant Impacts	Proposed Project's Contribution
	off-road vehicles, waste generation, and water conveyance and wastewater generation.	state highways and freeways. In addition, CHP activities would not conflict with any of the goals, policies, or implementation actions identified in the applicable energy plans. The Project's contribution to the cumulatively significant impact would not be considerable.
Geology, Soils, and Seismicity	None identified.	No analysis required.
Greenhouse Gas Emissions	Anthropogenic emissions of GHGs are widely accepted in the scientific community as contributing to global warming. This impact is considered cumulatively significant.	The net project emissions, including amortized construction emissions, would not result in a significant impact to global climate change or impede the goals of AB 32 or SB 32. In addition, the new facility would be constructed consistent with current California building codes, which substantially reduce the energy and water use for new buildings compared to the standards in effect when the existing CHP Baldwin Park Area Office was constructed. The Project's contribution to the cumulatively significant impact would be less than significant.
Hazards and Hazardous Materials	None identified.	No analysis required.
Hydrology and Water Quality	San Jose Creek near the Project site is listed on the CWA 303(d) list of impaired water body segments for indicator bacteria and, farther downstream, for ammonia, indicator bacteria, pH, total dissolved solids, and toxicity.	Construction and operation of the Proposed Project could adversely affect San Jose Creek via discharge of pollutants to the City of Pomona's stormwater system. The Project would not make a considerable contribution to the cumulatively significant impact.
Land Use and Planning	None identified.	No analysis required.
Mineral Resources	None identified.	No analysis required.
Noise	Given its location in an urban environment and near two major thoroughfares (State Route 57 and Interstate 10), the Project site experiences noise from urban uses and vehicle traffic. Cumulatively significant impacts could occur if noise from other projects in the area were to combine with the effects of the Proposed Project to result in adverse effects and/or exceed significance thresholds.	The ambient noise levels at and near the Project site are heavily influenced by traffic noise caused by vehicles not related to the Proposed Project from State Route 57 and West Valley Boulevard. Construction noise levels would be below the standards in the County's noise ordinance and general plan and the City of Pomona's noise ordinance; in addition, the noise level estimates at the nearest sensitive receptors are below the FTA's recommended level of 90 dBA. Operational activities would not result in ambient noise increases at the nearest sensitive receptors because of barriers

Resource Topic	Cumulatively Significant Impacts	Proposed Project's Contribution
		surrounding stationary noise sources (automotive shop and emergency generator) that would reduce noise, limited operation of the emergency generator, and the exemption of the CHP vehicle siren testing. The Project's contribution to cumulatively significant impacts would be less than considerable.
Population and Housing	None identified.	No analysis required.
Public Services	None identified.	No analysis required. The Proposed Project would benefit public services in the area.
Recreation	None identified.	No analysis required.
Transportation	Future increased growth in traffic volumes in Los Angeles County and the City of Pomona could affect load and capacity of the street system.	The traffic study determined that the intersection at Ridgeway Street and South Campus Drive would operate at an unacceptable level of LOS E under both future and future + project conditions. Further analysis is provided below.
Tribal Cultural Resources	Throughout California, the Native American cultural legacy, including culturally important sites and traditional cultural practices, has been substantially affected by land management practices and urbanization over the past 150 years. While the City and County general plans of various jurisdictions contain policies regarding preservation of important cultural resources, ongoing development could lead to the cumulative loss of significant historic, archaeological, and paleontological resources. This impact would be considered cumulatively significant.	The Proposed Project would not impact any known tribal cultural resources, as no cultural resources were identified on the site based on the record search and archaeological survey. Nevertheless, Project construction activities could encounter buried unknown tribal cultural resources, including archaeological finds or human remains. With implementation of Mitigation Measures CR-1 and CR-2, the Proposed Project's effects on tribal cultural resources would be less than significant. Likewise, the Project's contribution to cumulatively significant impacts would be less than considerable.
Utilities and Service Systems	None identified.	No analysis required.
Wildfire	CAL FIRE has designated an SRA approximately 0.8 mile west of the Project site as having moderate, high, and very high fire hazard severity zones; another SRA approximately 0.3 mile north of the Project site is designated as having a very high fire hazard severity zone. Additionally, the City of Pomona designates a portion of the CPP campus directly west of the Project site as having a high fire threat.	With implementation of Mitigation Measure TRA-1 to ensure continued emergency vehicle and evacuation access during construction, the Project would not contribute to cumulatively significant impacts related to wildfire.

The following sections provide a detailed analysis of the Proposed Project's contribution to existing significant cumulative impacts. As identified in **Table 3.21-3**, the following resource issues are discussed: biological resources and transportation.

### ***Biological Resources: Impacts on Special-Status Species***

As described in Section 3.4, "Biological Resources," the Project site is a disturbed area with agricultural plots (i.e., row crops and orange groves), an equipment storage area, and a small orange orchard. The Project site is relatively isolated from areas of natural vegetation by freeways, surface streets, and academic and commercial development. There is minimal habitat on the site and little to no potential for special-status plant or animal species to be present on the site due to the lack of suitable habitat and ongoing agricultural disturbance. London plane trees located in the southern portion of the Project site and also in the utility corridors to the west and east of the site, and the eucalyptus trees located east of the Project site (east of East Campus Drive) have potential to be used by nesting raptor species, such as Cooper's hawk (*Accipiter cooperii*), as well as by other nesting birds, such as the house finch. **Mitigation Measure BIO-1** would avoid or minimize potential for adverse impacts on nesting birds, if they were to be present during Project construction activities. This mitigation measure would require that, to the extent feasible, a preconstruction survey would be performed before any vegetation removal or similar activities that would occur during the bird/raptor nesting season (January 15-August 31); for any positive finds during the survey, the mitigation measure would require implementation of an adequate no-work buffer.

The existing vacant structures on the Project site provide marginal to suitable roosting habitat for several special-status bat species. Although no bats or their sign (e.g., guano) were observed on the Project site during the reconnaissance survey, focused bat surveys have not been conducted for this potential roosting habitat. As such, the utilization of the existing structures on the Project site as roosting habitat cannot be ruled out. Demolition and/or removal of existing structures containing occupied roosts of special-status bats would be a significant impact. However, implementation of Mitigation Measure BIO-2a and, if necessary, Mitigation Measures BIO-2b and BIO-2c would reduce impacts to bats by identifying the location of bat roosts and implementing protection measures to avoid, minimize, and provide replacement roosts, if needed.

In general, Pomona is a highly developed urban area with little natural habitat for special-status species to utilize. As a result, there are relatively few biological resources in the area that could be further impacted by the Proposed Project or other development projects, such as those listed in **Table 3.21-2**. None of the reasonably foreseeable projects identified in the area of the Proposed Project (see **Table 3.21-2**) would be anticipated to have especially significant biological resources impacts, as all of the projects are within previously or currently developed areas that are not near large tracts of open space or nature preserves. Given the Proposed Project's minimal potential for impacts, and implementation of Mitigation Measures BIO-1 and BIO-2a, BIO-2b, and BIO-2c, the Project's contribution to cumulatively significant impacts on biological resources is considered less than considerable. This impact would be **less than significant with mitigation**.

### ***Transportation: Unacceptable Traffic Levels***

The Project site is served by a network of freeways, highways, and local roads. LOS would remain the same at all six study intersections during both the AM and PM peak periods when

Project trips are added during the projected buildout year (2022); however, the intersection of Ridgeway Street and South Campus Drive was operating unacceptably at LOS E prior to the addition of Project trips. All other intersections operate acceptably at LOS D or better. In the AM peak hour, the addition of Project trips at this intersection causes an increase in delay of 0.2 seconds, resulting in a significant impact. Mitigation Measure TRA-2, which requires signal timing optimization, would reduce the Proposed Project's effects on transportation to a less-than-significant level. Employee VMT would decrease with the Proposed Project compared to the existing CHP Baldwin Park Area Office site, thereby reducing overall traffic on area roadways.

The Project site is located near the intersection of Interstate 10 and Highway 57; as a result, a steady annual increase in overall traffic of 2% is anticipated for the Project area. The cumulative projects identified in **Table 3.21-2** involve additional traffic; in particular, the potential development of 504 multifamily residential units at 901 Corporate Center Drive would contribute a substantial number of trips to the surrounding area. The Proposed Project, however, would implement road improvements that would improve traffic conditions at the site, and moving the CHP Area Office from Baldwin Park to Pomona would reduce overall trips. The Project's contribution to cumulatively significant impacts would be less than significant.

### ***Conclusion***

In summary, the Proposed Project would not contribute considerably to any cumulatively significant impacts. With implementation of applicable mitigation measures, all impacts would be **less than significant with mitigation**.

### **c. Effects on Human Beings—*Less than Significant***

A project could have adverse effects on human beings if it were to expose construction workers or the public to hazardous materials, or expose people to hazards from wildfire, flooding, seismicity, or other dangers. The analysis described in Section 3.9, "Hazards and Hazardous Materials," found that the Proposed Project would not pose a substantial hazard to human health given compliance with existing laws and regulations related to hazardous materials. The Proposed Project would follow OSHA regulations for worker safety, SWPPP requirements for management of hazardous materials during construction, and applicable Unified Program requirements for storage of hazardous materials during Project operation. Likewise, the Proposed Project would not be located in a FEMA-designated 100-year floodplain or within a tsunami zone. Section 3.20, "Wildfire," indicates that the Proposed Project would not be located in a Very High Fire Hazard Severity Zone. As a result, the Proposed Project would not subject individuals to hazards from seismicity, flooding, tsunamis, or wildfire. Overall, given compliance with existing laws and regulations, the Proposed Project would not have adverse effects on human beings. This impact would be **less than significant**.

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## Chapter 4

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None.

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**SECTION 3.21, MANDATORY FINDINGS OF SIGNIFICANCE**

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## Chapter 5

### REPORT PREPARATION

The following presents the list of individuals who assisted in preparing and/or reviewing the IS/MND.

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