



DRAFT Environmental Impact Report Volume I of II

General Plan Update and West Valley Specific Plan
SCH No. 2017101010

City of Walnut

February 2018

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1. INTRODUCTION

The City of Walnut (Lead Agency) has completed a series of updates to all Elements of its General Plan, except for the Housing Element which was adopted in 2014 and is certified through 2021. The updates are intended to refine policies regarding long-term growth in the community through the year 2040 and to ensure that the General Plan reflects current State Law. In addition, the City of Walnut's General Plan Update (GPU) is being evaluated as a part of this EIR in tandem with the West Valley Specific Plan (WVSP). The WVSP area comprises approximately 21 net acres along the western portion of Valley Boulevard and is bounded by the western City boundary to the west, Camino de Rosa and Castle Hill Drive to the north, and Lemon Creek waterway to the east. The WVSP identifies the long-term vision and objectives for private development and public improvements within the Specific Plan area including but not limited to, new mixed-use development along Valley Boulevard within this corridor. The project, referred to as the Walnut GPU and WVSP is the subject of this Environmental Impact Report (EIR).

The adoption and implementation of the GPU and WVSP is defined as a "Project" and is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et seq.). Accordingly, the City has prepared this EIR to assess the long-range and cumulative environmental consequences that could result from adoption and implementation of the two proposed plans, including any updates to land use regulatory documents used to implement both plans (i.e., the Zoning Ordinance). This EIR has been prepared in accordance with CEQA Statutes and Guidelines and with the City of Walnut's rules and procedures for implementing CEQA. Furthermore, this document has been prepared by professional planning consultants under contract to, and oversight by, the City of Walnut.

The City of Walnut is the Lead Agency for the preparation of this EIR, as defined by CEQA (Public Resources Code, Section 21067) because the City has primary discretionary authority with respect to adoption, amendment, and implementation of the proposed GPU and WVSP. The content of this document reflects the independent judgment of the City.

The body of State Law known as "CEQA" was originally enacted in 1970. The legislative intent is set forth in Section 21000 of the California Public Resources Code:

"The Legislature finds and declares as follows:

- (a) The maintenance of a quality environment for the people of this State now and in the future is a matter of Statewide concern.
- (b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
- (c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the State, including their enjoyment of the natural resources of the State.
- (d) The capacity of the environment is limited, and it is the intent of the Legislature that the Government of the State take immediate steps to identify any critical thresholds

- for the health and safety of the people of the State and take all coordinated actions necessary to prevent such thresholds being reached.
- (e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
 - (f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
 - (g) It is the intent of the Legislature that all agencies of the State Government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.”

The Legislature has further declared, in Section 21001, that it is the policy of the State to:

- (a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the State.
- (b) Take all action necessary to provide the people of this State with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
- (c) Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
- (d) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
- (e) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
- (f) Require Governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
- (g) Require Governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.”

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002.

“The Legislature finds and declares that it is the policy of the State that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.”

1.1 PURPOSE AND SCOPE

The GPU is a long-range planning program that guides the orderly growth and development of the Planning Area, which is defined to be all properties within the City’s corporate limits and properties within its sphere of influence. The GPU guides the City’s vision of its future and establishes a policy framework to govern decision-making concerning the physical development of the community, including assurances that the community at large will be supported by an adequate range of public services and infrastructure systems. The WVSP is a policy document that guides the proposed transition and development of the West Valley Mixed Used area, which transverses Valley Boulevard between the western City limit and Lemon Creek Waterway. Currently, the area has several low-rise commercial operations, including numerous auto service shops. The proposed mixed-use area will include a mix of uses with parks and open space, along with low scale commercial, retail, and new housing opportunities. The GPU, analyzed in this EIR, has been tailored to address revised land use policy direction(s) for defined “focus areas,” to update maps and policies to reflect current State Law, and to reflect the current vision regarding circulation and mobility improvements within the City. The WVSP was developed to be consistent with the GPU.

Both plans do not authorize any specific development project, other form of land use approval of any kind, public facilities, or capital facilities expenditures or improvements to be developed. As such, this EIR is a Program EIR and is the appropriate type of document to identify the geographic extent of sensitive resources and hazards, along with existing and planned services and infrastructure support systems that occur in the Planning Area. Further, a Program EIR is described in Section 15168 of the CEQA Guidelines as the appropriate analytical framework to assess the cumulative environmental effects of the full plan in a first-tier level of analysis, to identify broad concerns and sets of impacts, and to define/develop regulatory standards and programmatic procedures that reduce impacts and help achieve environmental goals and objectives.

Later activities proposed pursuant to the goals and policies of the GPU and WVSP will be reviewed in light of this EIR and may focus on those site-specific and localized environmental issues that could not be examined in sufficient detail as part of this EIR. As with all projects proposed in the City, projects contained in specific Focus Areas where land use changes are proposed will be subject to comprehensive environmental review at such time the City receives a permit/entitlement application for the project(s).

The advantages of a Program EIR include consideration of effects and alternatives that cannot practically be reviewed at the project-level, consideration of cumulative impacts that may not be

apparent on a project-by-project basis, the ability to enact Citywide Mitigation Measures, and subsequent reduction in paperwork.

1.2 ORGANIZATION OF THE EIR

The Draft EIR is divided into two volumes. Volume 1 contains the primary analysis of potential environmental impacts discussed in the following Sections:

Chapter 1:	Introduction – A review of the overall document
Chapter 2:	Summary – A brief project description and summarizes project impacts and Mitigation Measures
Chapter 3:	Project Description – Provides a detailed description of the proposed Project
Chapters 4 to 20:	Environmental Impact Analysis – Considers project impacts and identifies mitigation measures designed to reduce significant impacts for each issue of concern.
Chapter 21:	Alternatives – Provides an analysis of alternatives to the proposed project
Chapter 22:	CEQA Mandated Sections – Provides an analysis of cumulative impacts, growth-inducing impacts, and significant irreversible environmental impacts and Identifies areas of no significant impact
Chapter 23:	Preparers – Provides a list of professional and qualified consultants responsible for preparing the EIR

Volume 2 includes the EIR appendices, including documentation of the scoping process and Notice of Preparation (NOP). The appendices include:

- Appendix A: Notice of Preparation (NOP)
- Appendix B: NOP Distribution List, Comment Letters, and Scoping Meeting Notes
- Appendix C: Air Quality Emissions Calculations
- Appendix D: Noise Study
- Appendix E: Traffic Impact Analyses
- Appendix F: Persons and Agencies Contacted

In compliance with Public Resources Code Section 21081.6, a Mitigation Monitoring Reporting Program (MMRP) will be prepared as a separate document that will be adopted in conjunction with the certification of the Final EIR. The MMRP, responses to public comments, any revisions to the Draft EIR, and findings will be identified as Volume 3.

1.3 APPROACH TO EIR ANALYSIS

The approach to the analysis presented in this EIR is programmatic in nature given the broad scope of the GPU and WVSP. Each environmental issue is analyzed in the same manner, starting with a discussion of the existing environmental setting, including physical conditions and pertinent planning and regulatory framework. Thresholds of significance are then defined and are used to measure the potential impact to the environment due to the two plans. Thresholds of significance are based on a broad list of questions and impact topics set forth in Appendix G of the State CEQA Guidelines. The impact analysis Section examines the broad, long-term environmental effects resulting from implementation of the goals and policies contained in each of the updated General Plan Elements and WVSP. The assessment of impacts focuses on how the impact in question could occur and whether some aspect of the proposed GPU and/or WVSP would trigger or somehow induce those sets of conditions due to the unique effects of the proposed policies, rather than a generalized consideration of growth as the primary force behind potential impacts. The presence of sensitive environmental resources, hazards in specific areas, and the broad implications of the two plans throughout the planning area are considered in the determination of impact significance. If the analysis indicates that a significant impact could occur, even with the benefits of any proposed planning policies, mitigation measures are provided.

1.4 SCOPING AND PUBLIC REVIEW

To define the scope of the investigation of the EIR, the City of Walnut distributed a Notice of Preparation (NOP) (included in Appendix A of Volume II of this EIR) to City, County, and State Agencies; other public agencies; and interested private organizations and individuals. The NOP review period ran from October 4, 2017 through November 3, 2017. The City also held a dually noticed public scoping meeting on October 16, 2017 at the Walnut Senior Center. The purpose of the NOP was to identify agency and public concerns regarding potential impacts of the proposed project, and to request suggestions concerning ways to avoid significant impacts (Section 15082, CEQA Guidelines).

Five written comments were received during the 30-day public review period for the NOP (LA County Fire-Land Development Unit, County Sanitation Districts of Los Angeles County, CalTrans District 7 Office of Regional Planning, City of West Covina, Planning Department, and Castlehill Investment LLP). They are included in Appendix B of Volume II of this EIR. Oral comments were received from several members of the public during the meeting. The scoping comments are summarized in Table 1-1 below.

Table 1-1 Summary of Scoping Comments

Commenting Entity	Summary of Comment	Section in EIR where Addressed
Agencies		
LA County Fire – Land Development Unit	Summarizes required development standards for buildout of the GPU and WVSP (i.e., access and water system needs).	Public Services
County Sanitation Districts of Los Angeles County	Discusses capacity of the two wastewater treatment facilities that serve Walnut. Also, discusses that for air quality impacts, must evaluate whether project is consistent with Southern California Area Government’s (SCAG) growth projections.	Air Quality, and Utilities and Service Systems
CalTrans District 7, Office of Regional Planning	Discusses State goals related to reducing per-capita vehicle miles traveled. Also discusses implications of impacts related to mixed-used development and free (or paid) parking. Caltrans notes support for mixed use development due to the associated decrease in vehicle trips.	Transportation and Circulation
City of West Covina, Planning Department	The City notes that there are single family homes adjacent to the WVSP area that are in the City limits of West Covina. The City requests a separation requirement to minimize impacts on aesthetics resources and also to minimize impacts to privacy.	Aesthetic Resources
Individuals / Private Organizations		
Castlehill Investment LLP.	The property owner suggests partnering with businesses and land owners in the WVSP area to form a “Facility District” to fund the undergrounding of utilities for aesthetic purposes.	Aesthetic Resources

Notice of Completion

Pursuant to Section 15085 of the State CEQA Guidelines, a Notice of Completion (NOC) was filed with the State Office of Planning and Research (OPR) on February 16, 2018, and the DEIR will be circulated for public and agency review for a period of 45 days (ending April 2, 2018). A copy of the DEIR will be posted at City Hall and on the City’s Community Development Department website. Copies of the DEIR will be sent to responsible agencies, local agencies, and concerned agencies and individuals, as requested. Public Hearings on the EIR will be held in conjunction with the decision-maker review of the project.

Response to Comments on DEIR

Comments from all agencies and individuals are invited regarding the information contained in the Draft EIR. Such comments should explain any perceived deficiencies in the assessment of impacts, provide the information that is purportedly lacking in the Draft EIR or indicate where the information may be found. All comments on the Draft EIR are to be submitted to:

Tom Weiner, Community Development Director
 City of Walnut
 21201 La Puente Road
 PO Box 682
 Walnut, CA 91789
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Following a 45-day period of circulation and review of the Draft EIR, all comments and the City's responses to the comments will be incorporated into a Final EIR prior to certification of the document by the City.

1.5 CITATION

GPU and the WVSP rely on information from many sources, including the appendix materials previously listed and numerous other references. Pursuant to Section 15148 of the State CEQA Guidelines, citations from the appendix materials and other sources are provided throughout the EIR. Citations are provided in parenthesis when used and are inclusive to each environmental impact topic. References cited are located at the end of each chapter.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
GPU	General Plan Update
MMRP	Mitigation and Monitoring Reporting Program
NOC	Notice of Completion
NOP	Notice of Preparation
OPR	Office of Planning Research
WVSP	West Valley Specific Plan

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2. SUMMARY

This EIR chapter provides a summary description of the City of Walnut GPU and WVSP (Proposed Project), a list of associated environmental issues to be resolved, a summary of significant impacts and Mitigation Measures associated with the two plans, and a summary of alternatives to the Proposed Project (pursuant to CEQA Guidelines Section 15123, Summary).

2.1 PROPOSED GPU AND WVSP

The City of Walnut is proposing to adopt an Updated General Plan along with the WVSP. The GPU represents the community's view of its future and expresses the community's conservation and development goals through 2040. The plan includes six Elements:

- Land Use and Community Design
- Housing (updated in 2014)
- Circulation
- Conservation, Open Space and Recreation
- Community Facilities and Infrastructure
- Noise

All Elements are proposed to be updated with the exception of the Housing Element which was updated in 2014. The WVSP allows for new mixed-use development along Valley Boulevard.

The purpose of the General Plan is to guide decision making about how the community will grow and how the City proposes to preserve the features and qualities that the community values. The General Plan establishes the policy framework for land use regulations, and will guide decisions regarding investments in public infrastructure and facilities, how funding for public services is allocated, and provides initiatives and strategies proposed to protect local environmental resources.

The project objectives of the Proposed Project have been developed based on the guiding principles in the Introduction of the GPU:

- #1: Walnut should continue to maintain a rural quality by protecting open spaces, maintaining trails and single-family housing as a primary use.
- #2: Walnut will promote multi-unit attached housing along Valley Boulevard.
- #3: Walnut should ensure public safety by protecting the citizens from natural and human-caused hazards.
- #4: Walnut will continue to provide quality community services that are maintained in a fiscally sustainable manner.
- #5: Walnut will promote economic diversity and vitality by providing local shopping, commercial services at well-designed gathering spaces.
- #6: Walnut should support educational opportunities and lifelong learning. This includes support for local schools, libraries, and recreational programs for all ages.
- #7: Walnut will preserve community resources for future generations to enjoy. These resources include multi-use trails, natural habitat and creeks, and historic resources.

Further, the city will embrace sustainable development including the promotion of green buildings.

- #8: Walnut will embrace accessibility and provide a usable local, safe, and efficient transportation network. The City will work to interconnect sidewalks and trails, make “complete streets” by accommodating pedestrians and bicycles, and accommodate public transit.
- #9: Walnut will ensure a responsive local government by having transparent and participatory processes. The City will be fiscally responsible and will consult with community stakeholders including educational institutions and local agencies and organizations that serve the City’s residents.

The 1978 WGP was completed when the City had fewer than 9,000 residents and included land use policies and directions that limited the potential population buildout to approximately 30,000 residents, roughly equivalent to the City’s population in 2016 (30,152).

The population under full implementation of the GPU is projected to be 36,495. Implementation of the GPU would result in an increase in commercial square footage but a net decrease in industrial square footage. Associated increases in student populations and recreational facilities would ensue as a result of buildout of the GPU as well.

The WVSP allows for new mixed-use development along Valley Boulevard. The Specific Plan establishes land use, transportation, infrastructure, and urban design strategies to promote mixed-use development that provides opportunities for local commercial uses and multi-family residential uses to thrive in a vibrant, pedestrian-friendly environment. The WVSP was developed to be consistent with the GPU.

Implementation of the GPU and WVSP would require the following City actions:

- Certification of the Final Environmental Impact Report for the proposed GPU and WVSP.
- Adoption of the GPU.
- Adoption of the WVSP.

2.2 ENVIRONMENTAL ISSUES

As required by the CEQA Guidelines, this EIR addresses the following areas of potential environmental impact or controversy known to the Lead Agency (the City), including those issues and concerns identified by the City and other agencies, organizations, and individuals during circulation of the Notice of Preparation (NOP) for this EIR (dated October 4, 2017). These environmental concerns relate to the following topics (listed in the order that they are addressed in this EIR):

- Aesthetics and Visual Resources;
- Agriculture and Forestry Resources;
- Air Quality;
- Biological Resources;
- Cultural and Tribal Cultural Resources;

- Geology and Soils;
- Global Climate Change and Greenhouse Gas;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population and Housing;
- Public Services and Recreation;
- Transportation and Circulation; and
- Utilities and Service Systems.

2.3 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

For each of the environmental topics listed above, any "significant" project or cumulative impact and associated Mitigation Measure or Measures identified in this EIR are summarized in Table 2-1 below. More detailed impact discussions are contained in Chapters 5 through 20 of this EIR. The chart is arranged in five columns: (1) identified impacts; (2) recommended Mitigation Measures; (3) significance without mitigation; and (4) the level of impact significance after implementation of the Mitigation Measure(s).

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Table 2-1 Summary of Potentially Significant Impacts and Recommended Mitigation Measures

Impacts	Mitigation Measures	Significance Without Mitigation	Significance With Mitigation
Air Quality			
Impact AIR-1 Violations of Air Quality Standards		SU	NA
Impact AIR-3 Sensitive Receptors and Substantial Pollutant Concentrations		SU	NA
Biology			
Impact BIO-1 Adverse Effects to Special Status Plant and Wildlife Species	<p>Mitigation Measure BIO-1A: Special Status Wildlife and Plant Species Protection.</p> <p>As part of the permit review process for buildout of the General Plan Update (GPU) and West Valley Specific Plan (WVSP), surveys for sensitive plant or animal species as required by Federal, State, and local regulations would be undertaken when suitable habitat for such species is present to minimize potential adverse impacts to these species. Any projects that are proposed under the GPU and WVSP that are undertaken in areas containing sensitive plant and animal species would be required to coordinate project design and implementation with Federal, State, and local agencies in order to minimize adverse effects to special status species. Project permitting and approval would require compliance with Federal Endangered Species Act (FESA) and California Endangered Species Act (CESA) for any plant or animal species listed, or a candidate for listing as Federal or State endangered or threatened. If a Federal Agency is involved with a proposed action or project that may adversely impact a Federally listed species, the agency must consult with the U.S. Fish and Wildlife Service (USFWS) under Section 7(a)(2) of the FESA. For projects that do not require formal authorization, permitting, or funding from a Federal agency but that may result in the “take” of listed species or candidate species, the project applicant would be required to apply to the USFWS for a Section 10(a) Incidental Take Permit. Similarly, applicants for proposed projects that</p>	S	LS

S = Significant
 LS = Less than significant
 SU = Significant and unavoidable impact
 NA = Not applicable

Impacts	Mitigation Measures	Significance Without Mitigation	Significance With Mitigation
	<p>could have an adverse impact on any State-listed endangered, threatened, rare, or candidate species would be required to secure a permit from California Department of Fish and Wildlife (CDFW) before the proposed project would proceed.</p> <p>Mitigation Measure BIO-1B: Bird Nest Avoidance. Vegetation and buildings within the City of Walnut could provide suitable nesting habitat for six special status bird species, including: Coastal Cactus Wren (<i>Campylorhynchus brunneicapillus sandeigensis</i>), Coastal California Gnatcatcher (<i>Poliophtila californica californica</i>), Least Bell's Vireo (<i>Vireo bellii pusillus</i>), Swainson's Hawk (<i>Buteo swainsoni</i>), White-tailed Kite (<i>Elanus leucurus</i>), Yellow Warbler (<i>Setophaga petechia</i>), as well as common bird species with protection under Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). General ground disturbance, including but not limited to, demolition, construction, or related activities may result in removal or disturbance of nests if present on a project site. These actions would constitute a significant impact under CEQA as they may result in mortality and/or reduction in reproductive success of birds. If work cannot avoid the nesting bird season (generally defined as February 1 through August 15), then preconstruction surveys shall be conducted in order to reduce these impacts to a less than significant level. A qualified biologist shall complete a nesting bird survey no more than 14 days prior to the start of any work. If active nests are observed during pre-construction surveys, project-related activities will avoid the area via a protective distance no-work buffer determined by a qualified biologist and determined based on a species' legal protection and biological requirements. Work may resume within this protective no-work buffer after a qualified biologist has determined that young have fledged the nest or the nest otherwise becomes inactive (i.e. predation or natural nest failure).</p> <p>Mitigation Measure BIO-1C: Bat Roost Avoidance. Tree stands, buildings, and other man-made structures within the Planning Area could provide suitable roost habitat for six special status bat species:</p>		

- S = Significant
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- SU = Significant and unavoidable impact
- NA = Not applicable

Impacts	Mitigation Measures	Significance Without Mitigation	Significance With Mitigation
	<p>Big Free-tailed Bat (<i>Nyctinomops mactrotis</i>), Pallid Bat (<i>Antrozous pallidus</i>), Pocketed Free-tailed Bat (<i>Nyctinomops femorosaccus</i>), Western Mastiff Bat (<i>Eumops perotis californicus</i>), Western Yellow Bat (<i>Lasiurus xanthinus</i>), and Yuma Myotis (<i>Myotis yumanensis</i>). New development and/or demolition associated with implementation of the General Plan Update (GPU) and/or West Valley Specific Plan (WVSP) could result in removal or disturbance of bat roosts if present on a project site. These actions would constitute a significant impact under CEQA as they may result in mortality and/or reduction in reproductive success of bats. Implementation of Mitigation Measure BIO-1C would reduce these impacts to less than significant levels. A qualified biologist shall conduct a roost assessment survey of trees or human-made structures with potential to support bat roosts that are planned to be removed. The survey shall assess the use of the tree or structure for roosting as well as potential presence of bats. If the biologist finds no evidence of, or potential to support bat roosting, no further measures are recommended. However, if evidence of bat roosting is present, additional measures described below shall be implemented:</p> <ul style="list-style-type: none"> • <i>Work activities outside the maternity roosting season:</i> If evidence of bat roosting is discovered during the pre-construction roost assessment and general ground disturbance, demolition, construction, or related activities is planned from August 1 through February 28 (outside of the bat maternity roosting season), a qualified biologist shall implement passive exclusion measures to prevent bats from re-entering structures. After sufficient time to allow bats to escape and a follow-up survey to determine if bats have vacated the roost, work may continue and impacts to special status bat species shall be avoided. To offset the loss of occupied bat roosts, bat boxes shall be installed at a suitable location in the vicinity of a project site to provide roost locations for displaced bats, contingent on California Department of Fish and Wildlife (CDFW) approval of project details. 		

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 NA = Not applicable

Impacts	Mitigation Measures	Significance Without Mitigation	Significance With Mitigation
	<ul style="list-style-type: none"> <i>Work activities during the maternity roosting season:</i> If a pre-construction roost assessment discovers evidence of bat roosting in the trees or human-made structures during the maternity roosting season (March 1 through July 31), and determines maternity roosting bats are present, work shall be avoided during the maternity roosting season or until a qualified biologist determines the roost has been vacated. 		
Impact BIO-2 Adverse Effects to Riparian Habitat and Other Sensitive Plant Communities	<p>Mitigation Measure BIO-2: Obtain CDFW 1602 Permit. Prior to the issuance of grading permits for any project potentially affecting riparian or wetland habitat, the property owner/developer shall provide evidence that all necessary permits have been obtained from the California Department of Fish and Wildlife (CDFW) (pursuant to Section 1601-1603 of the Fish and Game Code) or that no such permits are required, in a manner meeting the approval of the City of Walnut Planning Department. If a Section 404 Permit from the U.S. Army Corps of Engineers (USACE) is required, a Section 401 Water Quality Certification will also be required from the Regional Water Quality Control Board (refer to Mitigation Measure BIO-3).</p>	S	LS
Impact BIO-3 Adverse Effects to Jurisdictional Wetlands and Waters	<p>Mitigation Measure BIO-3: Obtain CWA Section 404 and 401 Permits. Prior to project development in all areas with potential wetlands or waters of the U.S. and/or waters of the State, a delineation of jurisdictional features (i.e., waters of the U.S. and waters of the State [i.e., waters subject to Section 1600 of the California Fish and Game Code [CFGCC]]) would be required. This jurisdictional delineation study would be submitted to all applicable Federal and State agencies for review, approval, and verification. In addition, project applicants would also be required to seek formal authorization (i.e., permits) for impacts to Federally protected waters and wetlands as defined by Clean Water Act (CWA) Section 404 and Section 401 of the CWA from the USACE and Regional Water Quality Control Board (RWQCB), respectively. Impact minimization and Mitigation Measures would likely be included as regulatory permit conditions. In</p>	S	LS

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 NA = Not applicable

Impacts	Mitigation Measures	Significance Without Mitigation	Significance With Mitigation
	addition, compensatory mitigation for losses of jurisdictional waters, wetlands, or riparian habitat would be required. Such mitigation may include restoration of a wetland, creek or riparian area in the project site vicinity, purchase of mitigation credits through a local mitigation bank, or payment of an in-lieu fee, and must be approved by Federal and State agencies. In addition, State and Federal resource agencies would require that a Mitigation Plan be prepared that demonstrates that the proposed compensatory mitigation is equivalent or superior to existing jurisdictional features.		
Cultural Resources and Tribal Cultural Resources			
Impact CR-1 Historic Resources	<p>Mitigation Measure CR-1. Requires that a Cultural Resources Assessment and Treatment Plan for prehistoric, historic, built environment, and paleontological resources be conducted for all projects potentially affecting these resources prior to the issuance of a land use permit. The cultural resources assessment must include an Archaeological Record Search through the South Central Coastal Information Center (CHRIS-SCCIC), a Scared Lands File Search through the Native American Heritage Commission, and a Paleontological Record Search through the Natural History Museum of Los Angeles County’s Vertebrate Paleontology Section.</p> <p>Mitigation Measure CR-2. Coordinate with local Native American Tribal Governments that are traditionally and culturally affiliated with the geographic area for a proposed project pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 (if applicable).</p> <p>Mitigation Measure CR-3. Include the following statement as a condition of approval on all development projects: “If cultural (prehistoric, historic, or paleontological) resources are discovered during project construction, all work within 100-feet of the area of the find shall cease, and a qualified archaeologist or paleontologist shall be retained by the project applicant to investigate the find, and to make recommendations on its disposition. If</p>	S	LS

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 NA = Not applicable

Impacts	Mitigation Measures	Significance Without Mitigation	Significance With Mitigation
	human remains are encountered during construction, all work shall cease, and the Los Angeles County Coroner's Office shall be contacted pursuant to Health and Safety Code provisions."		
Global Climate Change and Greenhouse Gas			
Impact GHG-1 Generation of Significant Greenhouse Gas Emissions		SU	NA
Impact GHG-2 Plan Consistency		SU	NA
Noise			
Impact N-1 Long-Term Noise Impacts		SU	NA
Impact N-2 Short-Term Noise Impacts	<p>Mitigation Measure N-1. Adopt the following new policies:</p> <ul style="list-style-type: none"> • Policy N-1a Schedule: Noise-generating construction activity and stationary noise-generating equipment (such as compressors and portable generators) shall be sited away from noise-sensitive land uses to the maximum extent feasible. • Policy N-1b Engine Mufflers: Construction equipment containing internal combustion engines shall be equipped with original factory (or equivalent) intake and exhaust mufflers which are maintained in 	SU	SU

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 NA = Not applicable

Impacts	Mitigation Measures	Significance Without Mitigation	Significance With Mitigation
	<p>good condition.</p> <ul style="list-style-type: none"> • Policy N-1c Signage: Signs shall be posted on construction sites prohibiting unnecessary idling of construction equipment containing internal combustion engines. • Policy N-1d Quiet Equipment: Utilize “quiet” air compressors and other stationary equipment where feasible and available. • Policy N-1e Noise Disturbance Coordinator: For construction projects, designate a noise disturbance coordinator who would respond to neighborhood complaints about construction noise by determining the cause of the noise complaints and require implementation of reasonable measures to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site. • Policy N-1f Noise Barrier: During construction adjacent to sensitive receptors, install a temporary noise barrier between noise-generating construction activity and the sensitive receptor(s). The barrier should be high enough to block the line of sight between the receptor(s) and the project’s noise-generating construction activities. The noise barrier shall be solid with no gaps or holes and have a minimum density of 2 pounds per square foot (lbs/sq ft). 		
Impact N-3 Vibration	<p>Mitigation Measure N-2. Adopt the following new implementation program to minimize vibration impacts:</p> <ul style="list-style-type: none"> • Policy N-2 Vibration Impacts: Prepare a vibration impact assessment for proposed projects in which heavy duty construction equipment would be used (e.g. pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, the City shall require all feasible Mitigation Measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur. <p>Mitigation Measure N-3. Adopt the following new implementation program to minimize vibration impacts associated with the railroad:</p>	S	LS

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 NA = Not applicable

Impacts	Mitigation Measures	Significance Without Mitigation	Significance With Mitigation
	<ul style="list-style-type: none"> • Policy N-3 Railroad Vibration: New residential and commercial projects located within 200 feet of existing railroad lines must conduct a ground vibration and ground-borne noise evaluation consistent with Caltrans, Federal Transportation Authority (FTA) or other methodologies approved by the City. 		
Transportation and Circulation			
Impact T-1 GPU Impacts on Study Area Intersections	<p>Mitigation Measure T-1: #1. Nogales Street (NS)/Amar Road (EW).</p> <ul style="list-style-type: none"> • Construct a second westbound left turn lane. <p>Mitigation Measure T-2: #2. Fairway Drive (NS)/Valley Boulevard (EW).</p> <ul style="list-style-type: none"> • Restripe the northbound approach to consist of one left turn lane, one shared left/through/right turn lane, and one right turn lane. • Remove northbound right turn overlap traffic signal phasing. <p>Mitigation Measure T-3: #9. Pierre Road (NS)/Valley Boulevard (EW).</p> <ul style="list-style-type: none"> • Restripe the southbound approach to consist of one left turn lane and one shared left/right turn lane. • Replace existing east leg crosswalk with west leg crosswalk. • Restripe westbound approach to provide third through lane and receiving lane. <p>Mitigation Measure T-4: #11. Grand Avenue (NS)/Amar Road/Temple Avenue (EW).</p> <ul style="list-style-type: none"> • Restripe eastbound right turn lane to a shared through/right turn lane. • Remove eastbound right turn overlap traffic signal phasing. <p>Mitigation Measure T-5: #12. Grand Avenue (NS)/La Puente Road (EW).</p> <ul style="list-style-type: none"> • Restripe northbound right turn lane to a shared through/right turn lane. • Construct third southbound through lane. • Add eastbound right turn overlap traffic signal phasing. 	SU	SU

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 NA = Not applicable

Impacts	Mitigation Measures	Significance Without Mitigation	Significance With Mitigation
Impact T-2 GPU Impacts on Road Segments	<p>Mitigation Measure T-6: Grand Avenue.</p> <ul style="list-style-type: none"> Widen intersections spot where feasible. <p>Mitigation Measure T-7: Temple Avenue.</p> <ul style="list-style-type: none"> Upgrade from a four-lane divided Major Street to a six-lane divided Major Street. This will require restriping, removal of on-street parking, and potential median reconfiguration. <p>Mitigation Measure T-8: Valley Boulevard.</p> <ul style="list-style-type: none"> Upgrade from a four/five-lane divided Major Street to a six-lane divided Major Street. A third westbound through lane can be added throughout most sections of Valley Boulevard by restriping. 	SU	SU
Impact T-3 WVSP Impacts on Study Area Intersections	<p>Mitigation Measure T-9: #4. Fairway Drive/Valley Boulevard (West Covina).</p> <ul style="list-style-type: none"> Restripe the northbound approach to consist of one left turn lane, one shared left/through/right turn lane, and one right turn lane. Remove northbound right turn overlap traffic signal phasing. Remove westbound U-turn restriction. <p>Mitigation Measure T-10: #10 Camino De Gloria/Valley Boulevard (Walnut/Industry).</p> <ul style="list-style-type: none"> Install a traffic signal. Remove the eastbound merging lane within the median and construct a westbound U-turn only lane. <p>Mitigation Measure T-11: #11 Castlehill Drive/Valley Boulevard (Walnut/Industry).</p> <ul style="list-style-type: none"> Based on the proposed land use changes, intersection operations are forecast to improve to acceptable Levels of Service. This 	SU	SU

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 LS = Less than significant
 SU = Significant and unavoidable impact
 NA = Not applicable

Impacts	Mitigation Measures	Significance Without Mitigation	Significance With Mitigation
	<p>intersection should monitored to ensure acceptable operation. If necessary, left turns should be restricted.</p> <p>Mitigation Measure T-12: #12. Bourdet Avenue/Valley Boulevard (Walnut/Industry).</p> <ul style="list-style-type: none"> • Modify raised median along Valley Boulevard to prohibit southbound left turns; continue to allow eastbound left turns. 		

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 SU = Significant and unavoidable impact
 NA = Not applicable

2.4 SUMMARY OF ALTERNATIVES

To provide a basis for further understanding of the environmental effects of a proposed project and possible approaches to reducing its identified significant impacts, the CEQA Guidelines require an EIR to also "...describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Chapter 21 identifies and evaluates the following three alternatives to the Proposed Project:

2.4.1 Identified Alternatives

Alternative 1: No Project

Alternative 1: No Project (No Project Alternative) consists of the existing physical setting and "...what is reasonably expected to occur in the foreseeable future if the project [proposed General Plan Amendments] were not approved, based on current plans and consistent with available infrastructure and community services." The City of Walnut has reached its buildout population under the 1978 plan. Incremental developmental could still occur under the existing plan however the existing WGP is not aligned with current regulations related to mitigating environmental impacts. Additionally, the existing WGP does not incorporate the smart growth guiding principles or objectives of the proposed GPU and WVSP that are directed at developing a sustainable community that provides a greater range of transportation and housing choices and prioritizes infill and redevelopment rather than development of open space, such as increasing in-fill development, increasing transit oriented development, increasing mixed uses, and increasing walkability and accessibility for bicyclists. These guiding principles and objectives help mitigate overall impacts on air quality, global climate change, and transportation and circulation within the City. Also, the existing WGP is not current regarding existing circumstances for certain issues such global climate change and the effects of greenhouse gas emissions and current techniques in achieving sustainability (e.g., water conservation, use of green building technology and alternative sources of energy, etc.).

Alternative 2: The Walnut Hills Mixed Use Alternative.

Alternative 2 would be the same as the Proposed Project, but with an alternative configuration of the proposed Walnut Hills Mixed-Use area. The area is located south of Amar Road and east of Nogales Street; Francesca Drive crosses the mixed-use area considered under this alternative. Currently, the land uses in the area are:

- General Commercial (17.7 acres).
- Office (2.2 acres).
- Multi-Family – Senior Residential (6.5 acres).
- Private School (0.9 acres).
- Vacant (3.7 acres).

The existing land uses result in 276,100 square feet of combined general commercial, office and private school. The Proposed Project would add 247 residential units and decrease the square footage of combined commercial and office space to 210,200 square feet. The mixed-use development under Alternative 2 would result in fewer residential units (291) than under the Proposed Project, a decrease in office space by 42,000 square feet, and an increase in commercial square footage of 83,300 square feet for a total of 251,500 square feet. This would continue to result in more residential units and less overall commercial/retail square footage

than under existing conditions. Under both the Proposed Project and Alternative 2, the existing senior housing would remain.

Overall, Alternative 2 would result in a small decrease in the City's population compared to the Proposed Project and a small overall increase in commercial square footage compared with the Proposed Project. Alternative 2 would generate a total of 2,369 more average daily trips than under the Proposed Project.

Alternative 3: Mt. SAC Shopping Center Mixed Used Alternative

Alternative 3 would be the same as the Proposed Project, but the Mount San Antonio College (Mt. SAC) Shopping Center, located on the northwest corner of Grand Avenue and Amar Road, would be authorized for a mixed-use development under Alternative 3, rather than a purely commercial development authorized under the Proposed Project.

The Mt. SAC Shopping Center currently occupies 215,800 square feet of combined commercial, religious institution, and private school land uses. Under the Proposed Project, land uses would be projected to be commercial land uses only, with projected buildout of 226,900 square feet. Under Alternative 3, mixed-use development would be allowed, involving buildout of 286 new residential units, but less commercial square footage (124,800 less square feet for a total of 102,100 commercial square footage), compared to the Proposed Project.

Overall, Alternative 3 would result in an increase in population compared to the Proposed Project but a reduction in commercial square footage. Alternative 3 would generate a total of 3,427 less average daily trips than the Proposed Project.

2.4.2 Environmentally Superior Alternative

The CEQA Guidelines (Section 15126[e][2]) stipulate, "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Other than Alternative 1 (No Project), Alternative 3 Mt. SAC Shopping Center Alternative would result in the least adverse environmental impacts, and would therefore be the "environmentally superior alternative." This conclusion is based on the lower number of trips, but increased housing, associated with this alternative (see Table 21-3 in Chapter 21).

Alternative 3 would meet the project objectives listed at the beginning of Chapter 21. Due to the slightly less commercial square footage, this Alternative would be slightly less effective in achieving Project Objective #5 to promote economic diversity and vitality by providing local shopping, commercial services at well-designed gathering spaces. However, this Alternative would involve more housing units which would be more effective at meeting the goals of the City's Housing Element.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
AB	Assembly Bill
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGF	California Fish and Game Code
CHRIS-SCCIC	South Central Coastal Information Center

CWA	Clean Water Act
EIR	Environmental Impact Report
EW	east-west
FESA	Federal Endangered Species Act
FTA	Federal Transportation Authority
GPU	General Plan Update
lbs/sq ft	pounds per square foot
MBTA	Migratory Bird Treaty Act
Mt. SAC	Mount San Antonio College
NOP	Notice of Preparation
NS	north-south
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
WVSP	West Valley Specific Plan

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3. PROJECT DESCRIPTION

3.1 BACKGROUND

Under California law (Government Code Section 65300 et seq.), every City and County is required to have a General Plan that functions as the overarching, comprehensive and long-range policy document. For cities, the General Plan guides the physical development of the incorporated city and any land outside city boundaries (i.e., City limit) that has a relationship to the city's future growth and development. This typically includes land within a city's sphere of influence (SOI). The City of Walnut has 2 small sphere of influence locations, outside of the City limits, along Valley Boulevard primarily located within the street right-of-way

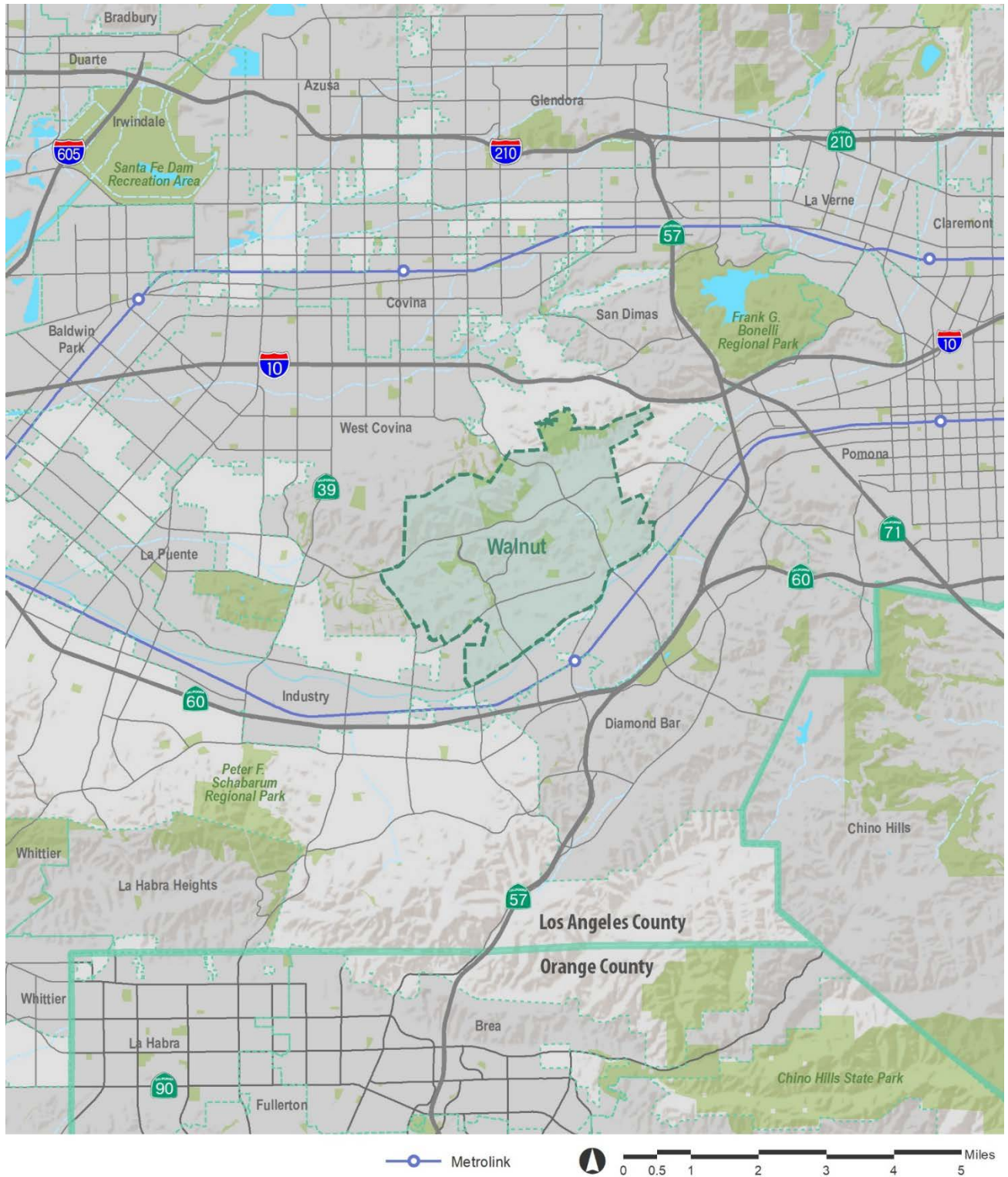
The current WGP was last comprehensively updated in 1978. This General Plan Update covers a timeframe extending through 2040 and includes the following Elements: Land Use and Community Design; Circulation; Conservation, Open Space, and Recreation; Community Facilities and Infrastructure; Safety; and Noise. However, the Housing Element was updated in 2014 and is certified through 2021 and is not included in this update. The GPU is being evaluated as a part of this EIR in tandem with the WVSP. WVSP, with an area covering approximately 21 net acres, is located along the western portion of Valley Boulevard and is bounded by the western City boundary to the west, Camino de Rosa and Castle Hill Drive to the north, and Lemon Creek waterway to the east. The WVSP identifies the long-term vision and objectives for private development and public improvements within the specific plan area. The WVSP allows for new mixed-use development along Valley Boulevard within this corridor. The WVSP establishes land use, transportation, infrastructure, and urban design strategies to promote mixed-use development that provides opportunities for local commercial and residential uses to thrive in a vibrant, pedestrian-friendly environment.

The project analyzed in this Environmental Impact Report (EIR) is the adoption and long-term implementation of the updated General Plan; it also includes the environmental assessment of the WVSP. This Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, § 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, § 15000 et seq.). This EIR is a Program EIR prepared in accordance with State CEQA Guidelines Section 15168. Section 15168 allows for the preparation of a Program EIR for a series of actions that can be characterized as a single project.

3.2 PROJECT LOCATION AND ENVIRONMENTAL SETTING

The City of Walnut encompasses roughly 8.9 square miles in southwestern Los Angeles County, approximately 25 miles east of downtown Los Angeles. This GPU Planning Area covers the entire City and a two separate sphere of influence locations along Valley Boulevard, primarily located within the street right-of-way. The City is located adjacent to the Cities of Diamond Bar, Industry, West Covina, San Dimas, and Pomona, and it is located next to California State University Polytechnic of Pomona. No freeways traverse the City limits, as the City is located south of Interstate 10, north of State Route 60, and west of State Route 57 (see Figure 3-1, Regional Location).

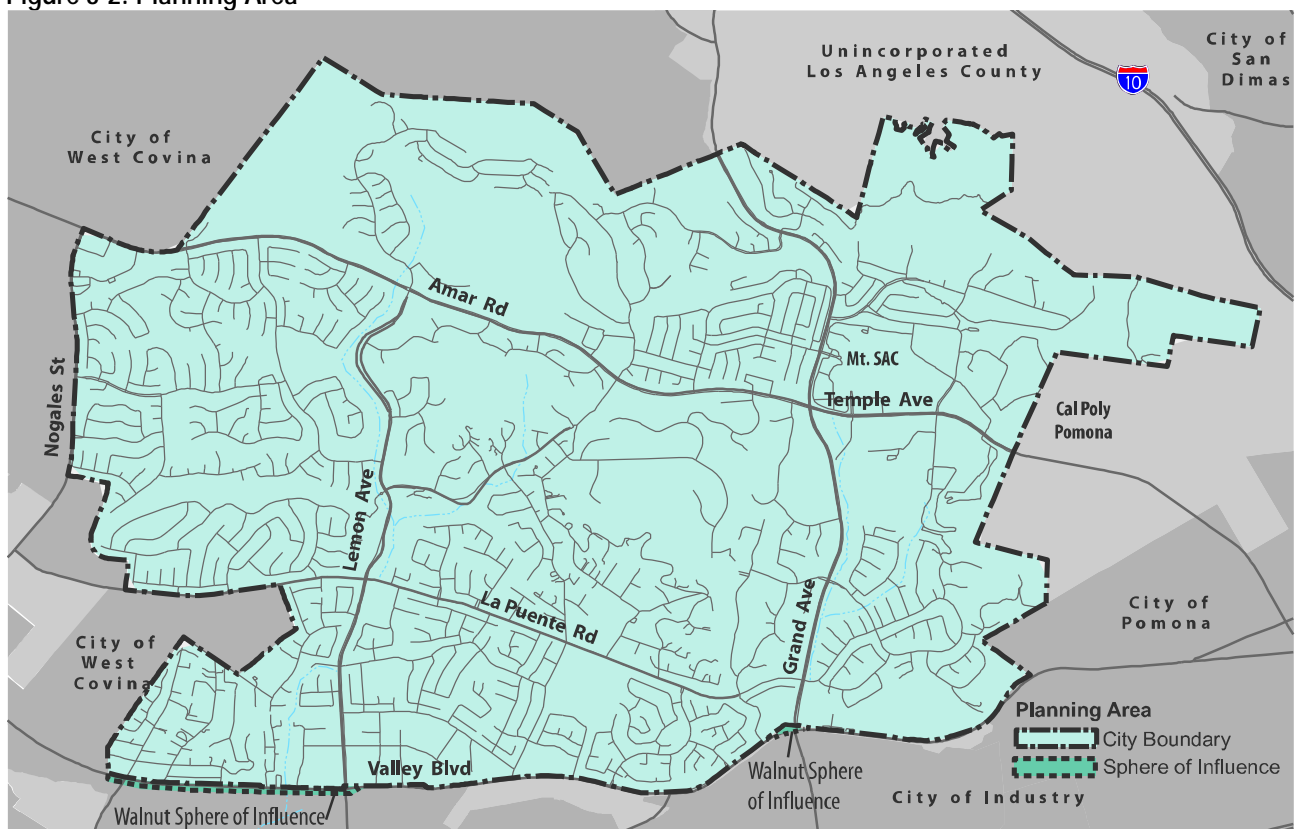
Figure 3-1: Regional Location



A Metrolink commuter rail station (City of Industry Station) is located just to the south of the City limits within the City of Industry; the station is served by the “Riverside Line” which connects Riverside with Downtown Los Angeles. The closest commercial airport to Walnut is Ontario (about 20 miles); however, the following airports are all within 50 miles of the City: John Wayne Airport in Santa Ana, Long Beach Airport, Los Angeles International (LAX), and Bob Hope Airport in Burbank. A general aviation public airport, Bracket Field, operated by Los Angeles County is about 6 miles from Walnut near La Verne.

The Planning Area includes the entire incorporated area of the City (See Figure 3-2) Planning Area, and a small area within the two separate sphere of influences along Valley Boulevard at the south end of the City. The City is currently developed with only 5.9 percent of the City comprised of vacant lands as designated residential, commercial, industrial or public facilities and institutions. The campus of Mt. San Antonio College comprises about eight percent of the City. Nearly 20% of the City is park or open space.

Figure 3-2: Planning Area



3.3 EXISTING GENERAL PLAN AND SPECIFIC PLANS

The WGP was adopted in 1978 and includes the following Elements:

- (1) Land Use;
- (2) Circulation;
- (3) Housing (most recently updated in 2014);
- (4) Environmental Resources Management – Conservation, Open Space, Recreation and Scenic Highways;
- (5) Public Safety;
- (6) Noise; and
- (7) Sewer.

The existing WGP (completed when the City had fewer than 9,000 residents) included land use policies and directions that limited the potential population build out to about 32,000 residents. The majority of the development in the City occurred in the 1980s and was comprised mostly of single family residences. Walnut is one of Los Angeles County's least dense City, with a population density of around 3,400 persons per square mile. 96% of the residents live in single family residences.

In addition to the General Plan Elements, the City has adopted Specific Plans for several areas around the City (see Figure 3-3, Specific Plans). These Specific Plans will remain in place under the GPU.

Specific Plan #1 (Timberline)

Specific Plan #1 was adopted by the City Council in 1981 and includes a gross area of 636 acres comprised of open space and single-family residential homes.

Snow Creek Village Specific Plan

The Snow Creek Village Specific Plan was adopted in January 2001 and provides for the orderly development of 37.7 acres with a mix of residential housing, senior assisted living, and commercial uses. The residential component comprised of 15.9 acres of low-density single-family homes. The senior assisted living land use designation includes 6.5 acres and the commercial area is 15.3 acres of general commercial retail/restaurant uses.

Walnut Grove Senior Housing Specific Plan

The Walnut Grove Senior Housing Specific Plan was adopted in July 2001 and is comprised of 6.4 acres developed with 108 age-restricted attached condominiums.

Francesca Mixed-Use Specific Plan

The Francesca Mixed-Use Specific Plan was adopted in March of 2008 and is comprised of non-contiguous lots totaling 3.23 acres. This area was approved for age-restricted senior housing condominiums and general, neighborhood, and retail commercial uses.

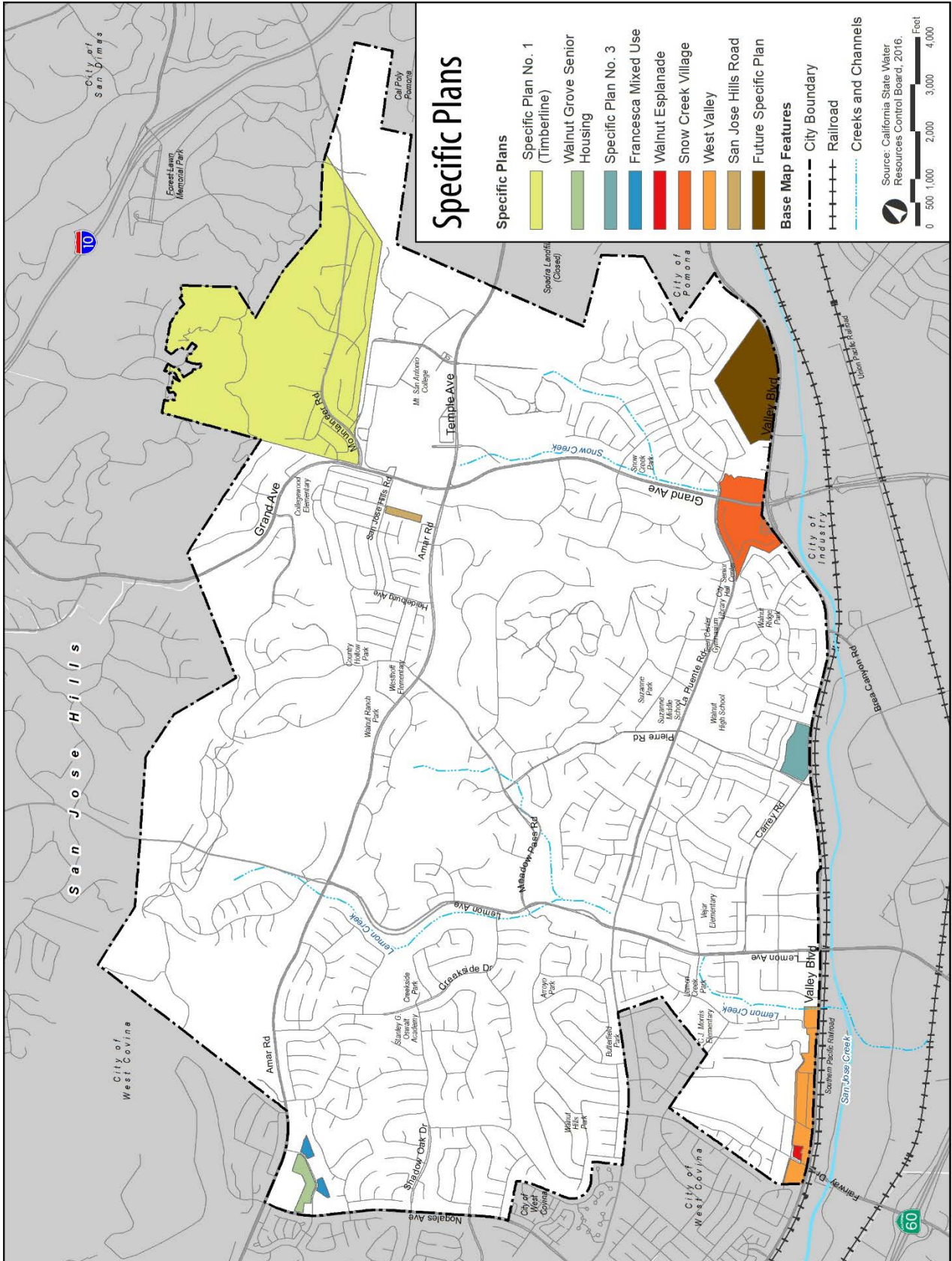
Walnut Esplanade Specific Plan

The Walnut Esplanade Specific Plan was approved in January 2015 and is comprised of 1.12 acres of detached single-family dwelling units.

Specific Plan #3 (Cornerstone)

Specific Plan #3 was adopted in May 2015. Specific Plan #3 is a land use plan intended to facilitate new mixed-use development in a key corridor of the City along Valley Boulevard. The 11.37- acre area is comprised of both attached 67 townhomes and 31 single-family detached dwelling units and permits neighborhood commercial, office, retail, and restaurant uses.

Figure 3-3: Specific Plans



San Jose Hills Road Residential Specific Plan

The San Jose Hills Road Residential Specific Plan was adopted in March of 2017. The Specific Plan is a 116,250 square-foot area that was approved for 20 single-family dwelling units.

3.4 CITY OF WALNUT GENERAL PLAN UPDATE AND WEST VALLEY SPECIFIC PLAN

The City of Walnut began a community-based process to update the General Plan in 2016. Early in the project, the City conducted stakeholder interviews to obtain feedback on both the General Plan Update and the WVSP. Next, the City conducted two community intercept events. Community intercepts—particularly those at popular community gathering places—involve community members of all ages and facilitate the capture of the ideas of residents who may not normally participate in more conventional public involvement activities. The City also conducted a community-driven process (Walnut Grassroots Visioning Exercise) designed to reach groups and residents who typically might not attend City-sponsored meetings. This process allowed the City to obtain valuable feedback through a larger number of participants. Four Joint City Council/Planning Commission Study Sessions were then held between Summer 2016 and Spring 2017 and public feedback was solicited. On January 23, 2017, a Public Workshop was held at the Walnut Senior Center, which focused on the future of West Valley Boulevard and transportation issues citywide. The outcome of the discussion helped formulate the Circulation Element of the General Plan and further develop the urban form and character desired for the WVSP area.

Several key themes emerged from the public involvement process:

- Preserve Rural Character.
- Minimize Traffic Congestion.
- Maintain Quality Schools.
- Community Gathering Events.
- Limit Development in the Center of Walnut.
- Maintain Trails System.
- Encourage Neighborhood-serving Commercial Uses.
- Preservation of Historic and Cultural Resources.
- Parks and Recreation.
- Preserve and Maintain Open Spaces and Natural Resources.
- Stronger Coordination with Mt. San Antonio College.
- Long-Term Fiscal Sustainability.
- Aquatics Facility and Community Center.
- Clean Up Valley Boulevard.
- Major Development Projects in Adjacent Cities.
- Expanded Housing Opportunities.

Vision and Guiding Principles

The Walnut General Plan includes “The Vision for Walnut”, and Guiding Principles. The Walnut General Plan Vision and Guiding Principles reflect the priorities and ideas voiced by the Walnut community. The Vision expresses the community quality the City will always strive to maintain. The Guiding Principles provide the overarching policy directive for all goals and policies in the General Plan.

The following is the Vision Statement of the City:

The City shall continue to build upon the foundation of a rural and equestrian community. Walnut is proud to continue its friendly small-town

character and setting among natural open spaces, creeks, trails, and parks, all framed by the San Jose Hills.

Our quiet, well-maintained neighborhoods, distinguished schools, protected natural environment, commitment to public safety, and outstanding community services create an exceptional quality of life that will continue to be enhanced and preserved.

The urban forest and natural habitats provide an abundance of greenery, allowing wildlife and natural vegetation to flourish, and will continue to provide opportunities for residents to connect with nature.

The following eight Guiding Principles are identified in the General Plan Update:

- 1) **Maintain Small-Town Community** - Walnut will continue to be a small-town community with a rural character and an abundance of natural open spaces, vibrant parks, and an expansive multi-use trail system. While housing will predominantly consist of low-density residential neighborhoods throughout Walnut, new housing along Valley Boulevard can take the form of various enhanced housing opportunities that offer residents diverse home-buying opportunities.
- 2) **Ensure Public Safety** - Public safety remains a high-level priority, and the City takes pride in providing the services to maintain a safe and healthy environment for its residents. By providing protection from natural and human-caused hazards, we will continue to work with the public safety community to develop innovative solutions to eliminate crime within our neighborhoods.
- 3) **Quality Community Services** - We will maintain the quality community services and public spaces that are the pride of Walnut. These are places where neighbors, friends, and families come together and celebrate the strong sense of community through local activities and community events. City programs and community facilities will be maintained and developed in a fiscally sustainable manner and will be designed to meet evolving community needs.
- 4) **Support Economic Diversity and Vitality** - Land use policies will support economic diversity and vitality, allowing Walnut residents convenient access to enjoy local shopping, commercial services, and quality restaurants within well-designed centers that provide gathering spaces. Walnut's commercial and industrial districts add revenue sources for the City, thus helping to support and maintain City services and amenities.
- 5) **Support Lifelong Learning** - Highly rated public schools and lifelong learning facilities will continue to be a solid foundation that values neighborhoods and an educated populace. These high-achieving schools reflect the community's commitment to supporting the education system. Libraries, community facilities, and recreation programs will be provided to enrich the lives of all residents.
- 6) **Preserve Community Resources** - Natural, cultural, and historical resources will be preserved and protected for future generations to enjoy and cherish. Multi-use trails, natural habitat, creeks, and historic resources will be preserved and protected through sustainable approaches and innovative strategies that are efficient and cost effective. Green building approaches will contribute to resource conservation.

- 7) **Embrace Accessibility** - As an accessible community with limited traffic congestion, Walnut will maintain a local transportation network that allows residents to easily traverse the City. Our sidewalks and trails will be interconnected, accessible, and safe. Streets, when possible/feasible, may be retrofitted as “complete streets” to accommodate users of different ages and abilities, from pedestrians and bicyclists to transit riders. New businesses, property owners, and institutions must adequately mitigate the traffic impacts they cause.

- 8) **Ensure Responsive Government** - Walnut will have a transparent, participatory government that is fiscally responsive and involves residents in addressing local concerns. We will actively consult with local organizations, agencies, and educational institutions to create a stronger and informed community, with the goal of enhancing communications and fostering relationships. We will strive for maximum participation, inclusion, and accountability.

Existing Conditions Report

The City published a draft Existing Conditions Report in 2016 that summarizes and analyzes key considerations that will be important to the community and policy makers when developing the General Plan Update and the WVSP. The following sections were included in the report:

- Introduction
- Population, Housing, Land Use, and Aesthetics
- Transportation and Traffic
- Parks, Recreation, Trails, and Open Space
- Public Services
- Hazards and Hazardous Materials
- Biological Resources
- Cultural Resources
- Utilities and Service Systems

The purpose of this analysis was to help the community better understand the issues and opportunities in the City of Walnut. The Existing Conditions Report contains environmental setting information that is used in this EIR to both describe existing conditions and provide background information for the impact analysis.

Contents and Summary of the General Plan

California Law requires that each city and county adopt a general plan for the “physical development of the county or city, and any land outside its boundaries which bears relation to its planning.” The role of the general plan is to act as a community’s “constitution,” leading to rational decisions regarding long-term physical development and incremental change. Walnut’s General Plan expresses the community’s development and conservation goals, and embodies public policy relative to the distribution of future land uses.

Every General Plan is also required to address a collection of seven “Elements” or subject categories which are summarized in Table 3-1. The City has the authority to address these elements in whatever organization makes the most sense for Walnut. This GPU is comprised of six Elements that, in total, fulfill the State required elements or topics. The following shows the General Plan Chapters and what state required Elements.

Table 3-1 Chapters of General Plan and State-Required and Optional Element Topics

General Plan Chapter	State-Required Elements or Topics
Introduction	Not Applicable
Land Use and Community Design*	Land Use
Housing (Adopted in 2014)	Housing
Circulation	Circulation
Conservation, Open Space and Recreation	Conservation, Open Space
Community Facilities and Infrastructure	Circulation
Public Safety	Safety
Noise	Noise

*Note: * Community Design is an optional element. The State required Circulation Element typically addresses transportation and infrastructure.*

Land Use and Community Design Element

The Land Use and Community Design Element establishes the framework for Walnut to manage strategic, targeted land use changes along arterial roadways while preserving the predominantly low-intensity residential character of the City. The Land Use and Community Design Element promotes new development opportunities at key locations while ensuring compatibility with established neighborhoods. This Element:

- (1) Reinforces the orderly pattern of development that has defined Walnut since its founding.
- (2) Defines a land use classification system that implements land use policies and identifies acceptable land uses and their general locations.
- (3) Promotes consistency with standards for residential density and nonresidential building intensity for existing and future development.
- (4) Accommodates a diversity of businesses to provide a solid tax base and ample employment opportunities, to attract visitor/tourist spending, and to hedge against periodic downturns in business sectors.
- (5) Increases housing opportunities.
- (6) Provides for open space, park areas, and public spaces where residents can enjoy passive and active recreational pursuits.
- (7) Encourages development approaches that respect the environment.

Walnut is composed of distinctive neighborhoods that have been designed and developed to integrate into the surrounding hillside areas. Walnut’s topography varies from gradual slopes to steep terrain. The major areas of steep terrain occur primarily in the eastern, central, and northern sections of the City. The steepest and the highest terrain rise is Buzzard Peak, a 1,375-foot-high point at the City’s northern edge. The Land Use component ensures that new development results in attractive physical environments that support walkability, connected neighborhoods, inviting multimodal streets, and new neighborhood centers. Community design in Walnut will continue the pattern of lower-scale buildings with design features, architectural styles, and landscape treatments that are comfortable, of high-quality, traditional in nature, and sustainable.

Table 3-2 shows the existing land uses in Walnut as of 2017.

Table 3-2 Existing Land Use Distribution (2017)

Land Use		Number of Parcels	Acreage	Percent of Total (Acreage)
Residential	Single-Family	8,758	2,894.9	58.1%
	Multi-Family (Condos)	45	6.7	0.1%
	Multi-Family (Senior Condos)	154	6.5	0.1%
	Multi-Family (Apartments)	2	5.2	0.1%
	Total	8,959	2,913.3	58.4%
Commercial/ Industrial	General Commercial	103	84.7	1.7%
	Office	26	22.4	0.5%
	Light Industrial	79	97.5	2.0%
	Total	208	204.6	4.2%
Parks/Open Space	Developed Park	16	73.5	1.5%
	Open Space (Public)	106	878.8	17.6%
	Open Space (Easement)	3	7.7	0.2%
	Total	125	960.0	19.3%
Public Facilities/ Institutional	Public Facilities	27	66.4	1.3%
	Mt. San Antonio College	3	391.5	7.9%
	Public Schools	12	112.2	2.3%
	Religious Institutions	16	37.0	0.7%
	Total	58	607.1	12.2%
Vacant Lands		78	294.7	5.9%
Grand Total		9,428	4,979.7	100.0%

Source: Draft Land Use Element (City of Walnut 2017)

Currently, there are 9,025 dwelling units in the City composed of the following three uses:

- 8,664 single family;
- 45 multi-family senior condos; and
- 163 multi-family apartments.

There are just less than 2.3 million square feet of commercial and industrial uses in the city composed of the following three categories:

- 705,500 square feet of general commercial;
- 81,700 square feet of office; and
- 1,543,800 square feet of light industrial.

Land use designations will change under the General Plan Update as residential categories based on density are developed to better align with the Zoning map (Table 3.0-3). Additionally, two mixed use areas are identified: (1) The Walnut Hills Mixed Use area; and (2) the West Valley Mixed Use area. The West Valley mixed use area is also evaluated in this EIR as the WVSP.

Low density residential will comprise about one-quarter of the land in the City followed by very low density residential (18.9%) and Low Medium Density (16.6%). Open space will comprise about 16.3% of the City, while schools and public institutions will comprise 13.4%. The two mixed-use areas, combined, will account for a little over 1% of the land in the City. Table 3-3 also includes the level of intensity allowed under the updated plan. For residential, the units are expressed by density as units per acre (DU/AC) while commercial and industrial areas are described by using lot coverage. The lot coverage is described by the total square footage of the building footprint of all structures on a lot divided by the buildable area of that lot.

Table 3-3 Proposed Land Use Plan Update Summary

Land Use Designations	Acres	Percent of Total Acres	Residential Density/ Commercial Intensity
Very Low Density Residential	943.24	18.9%	0.5 to 2.0 DU/AC
Low Density Residential	1,316.79	26.5%	2.1 to 4.0 DU/AC
Low Medium Density Residential	827.35	16.6%	4.1 to 6.0 DU/AC
Medium Density Residential	47.1	0.9%	6.1 to 14.0 DU/AC
Walnut Hills Mixed Use	32.6	0.7%	14.1 to 28.0 DU/AC 80% Lot Coverage
West Valley Mixed Use	21.0	0.4%	14.1 to 28.0 DU/AC 80% Lot Coverage
Commercial	74.5	1.5%	50% Lot Coverage
Industrial	131.9	2.6%	60% Lot Coverage
Parks and Recreation	105.2	2.1%	N/A
Open Space	812.3	16.3%	N/A
Schools and Public Institutional	665.9	13.4%	N/A
Total	4,977.9	100.0%	

Source: Draft Walnut General Plan Land Use Element (2017)

Under full implementation of the General Plan - Land Use and Community Design Element, an additional 1,490 residential units could be developed (Table 3-4). This would result in an expected additional 4,853 residents throughout the term of the updated General Plan. However, the amount of space associated with industrial uses would decrease by approximately 25,300 square feet and commercial uses would increase by approximately 268,870 square feet under full implementation of the General Plan Update

Table 3-4 Projected Development Capacity under Walnut General Plan Update

	Dwelling Units	Population	Non-Residential Building Square Feet		
			Commercial	Industrial Uses	Total
Baseline Conditions: (2017)	9,025	30,152	787,200	1,543,800	2,331,000
Full Implementation: General Plan Land Use Policy	10,515	35,005	1,056,070	1,518,500	2,574,570
Capacity for Additional Development Under Full Implementation	+1,490	+4,853	+268,870	-25,300	+243,570

Source: Draft Walnut General Plan Land Use Element (2017)

Related to community design, the City’s overarching planning objective is to maintain Walnut’s cohesive, low-scale, small-town community defined by its rural character that is well integrated into the natural open spaces and rolling hills. The community design plan includes the incorporation of gateways to identify entries into the City and neighborhoods. Additionally, corridors and landmarks are to be a part of the community design. Corridors are passages (streets, sidewalks, trails, and creeks) that people—and local wildlife—use to get from one place to another within the community and to neighboring areas. A landmark is a physical element that provides a point of reference or serves as a community identity marker. A landmark can be a historic or cultural structure, or a natural feature that helps identify a specific area.

Circulation Element

The Circulation Element plans a multimodal transportation system for the City. The Element includes policies addressing the roadway and streetscape network, bike and trail features, and pedestrian connections which collectively provide for the movement of persons and goods throughout Walnut and to destinations outside the City. The Circulation Element includes but is not limited to the following functions:

- Incorporates “Complete Streets” strategies.
- Helps implement greenhouse gas reduction goals.
- Integrates with regional transportation plans.
- Identifies funding for capital, operations, and maintenance.
- Defines active transportation improvements that will create improved conditions for walking and cycling.
- Coordinates land use planning, utility, and transportation improvements.
- Prepares the system for resilient emergency planning.
- Promotes the use of trails as a mobility option for Walnut.

Conservation, Open Space and Recreation

This Element addresses policies related to managing and planning natural resources, recreational areas and open spaces in the City. This Element addresses the following issues:

- Management of habitat and wildlife corridors.
- Maintenance and upkeep of creeks and riparian areas.
- Preserve the community forest.
- Identifying and protecting resource sustainability.
- Promoting and encouraging more energy efficiency.
- Encourage water conservation.
- Promote waste management.
- Continue cultural and historical preservation.
- Promote and reduce air quality and greenhouse gases.
- Advance the continual development of parks and recreation.
- Expand trail planning and management.
- Uphold high quality recreation and community programs.

Community Facilities and Infrastructure

The Community Facilities and Infrastructure Element addresses infrastructure, utility, and educational facilities in the City. Because Walnut is largely built out with basic utility infrastructure systems in place, priorities within the Element seek to ensure that the water and sewer lines remain in sound condition, and that electricity and natural gas service providers maintain their networks to respond to local needs. The Element also addresses the services and facilities at the Walnut Civic Center, including Walnut City Hall, the Walnut Teen Center and Gymnasium, and the Walnut Senior Center. Additionally, the Element discusses the Walnut Library (managed by Los Angeles County), the four water providers serving the City, sewer systems, storm water management, and “dry” utilities such as electricity, natural gas, communications and solid waste. The Element also addresses the three public school districts that serve Walnut residents. Mt. San Antonio College and a small, undeveloped portion of California State Polytechnic University, Pomona lies within City limits as resources that provide quality community facilities and encourage life-long learning.

Public Safety

The Public Safety Element addresses existing and future services and service levels of all public services serving the City. These include law enforcement and crime prevention, fire prevention and protection, emergency medical services, and emergency preparedness and disaster response. Additionally, it includes all aspects of safety related to seismic and geologic hazards. Also, the Element discusses the management of hazardous materials near and within the City, including the former landfill site in nearby West Covina (BKK landfill).

Noise

This Element addresses noise that affects the broader community, rather than noise associated with site-specific conditions. The goals and policies in this Element guide decisions concerning how properties are used in relation to roads, the existing railroad within the adjacent City of Industry, and commercial and industrial businesses; as these tend to be the most common sources of noise in an urbanized area. This Element explores noise reduction and noise exposure strategies and establishes noise/land use compatibility standards that seek to

minimize these effects. The principal noise sources impacting the City include trains (with associated noises), stationary equipment (e.g. air conditioners, construction activity), and leaf blowers.

West Valley Specific Plan

West Valley Boulevard is the oldest business location in the City. Historically, predominate uses have been quasi-industrial in nature. Buildings show signs of age. Lingering vacancies have contributed to a somewhat blighted character between Lemon Creek and the western City boundary.

The area's strength is its gateway location along the busy Valley Boulevard corridor, which links Walnut to its neighboring cities and other regional destinations. The Metrolink Industry station is less than one mile away, and several bus stops along Valley Boulevard serve regional and local routes. Under the West Valley Specific Plan (WVSP), the transformation of West Valley Boulevard will preserve Walnut's small-town identity by allowing a modestly scaled mix of neighborhood-supporting retail, commercial services and offices, unique dining destinations, a range of housing options, and accessible transportation choices and public spaces. Through the Specific Plan, the City can manage a dynamic interaction of new uses that integrate well with long-established single-family neighborhoods north of Camino de Rosa.

The WVSP outlines and illustrates the development of a pedestrian-friendly mixed-use environment, with landscaped buffers along the street frontage and pedestrian/bicycle crossings on Valley Boulevard in order to provide ready available access to regional trails along the river. The implementation plan may also require that developers contribute to infrastructure upgrades to facilitate these enhancements.

West Valley Specific Plan Vision and Transformative Strategies

West Valley is a thriving multi-use gateway into Walnut. The corridor provides neighborhood-supporting retail, commercial services and offices, unique dining destinations, a range of housing options, and accessible transportation choices and public spaces.

The transformative strategies support the vision and provide the foundation for future changes described in the WVSP. Efforts to transform the corridor will focus on the following six strategies:

1. Expand and enhance local retail, commercial service, and office uses in a mixed use setting.
2. Broaden housing options.
3. Accommodate a walkable urban form.
4. Improve multi-modal accessibility, connectivity, and safety.
5. Improve physical character of the area.
6. Integrate open space and community amenities.

The following section expands on the six above strategies:

- 1. *Expand Local Retail, Service, and Office uses in a Mixed-Use Setting***
Allow a diverse mix of uses that integrates locally serving commercial and retail uses, and services, casual dining with outdoor seating, quality restaurants, small offices, diversified housing options, and other neighborhood-serving uses. These uses and buildings can take advantage of the vehicular traffic along Valley Boulevard and

appropriately transition to the adjacent residential neighborhood(s). Ensure that infrastructure is adequate to support future growth.

2. Broaden Housing Options

Create opportunities for modern, attractive residential developments that provide new for-sale housing in stand-alone or attached, mixed-use, and/or senior housing options. In addition to senior housing options, other housing types can provide opportunities for the younger population—including those who grew up in Walnut—to move into the City, as well as families who are seeking to take advantage of the high quality educational opportunities offered within the City.

3. Accommodate a Walkable Urban Form

Improve the pedestrian environment along Valley Boulevard with active, small-format ground-floor uses, accessible building entrances lining sidewalk edges, accessible sidewalks and pathways, street canopy trees, street furniture, and pedestrian amenities. Building form and massing shall also be such to encourage pedestrian walkability.

4. Improve Multi-Modal Accessibility, Connectivity, and Safety

Improve access along the frontage of Valley Boulevard that connects buildings to sidewalks and bus shelters. Provide comfortable bus shelters that protect transit riders from the elements. Accommodate bicycles along Valley Boulevard with bicycle lanes, and integrate new projects with convenient bicycle amenities and storage options. Maintain efficient vehicular travel along Valley Boulevard with redesigned bus stops and/or hubs in strategic locations. When feasible, the City shall seek right-of-way dedications to accommodate such improvements.

5. Improve Physical Character

Improve the area's aesthetic appeal with the gradual replacement of automotive service and blighted uses with new developments that include attractive architectural styles, landscaping, connectivity and walkability, public art, welcoming gateway elements, and unified street furniture and signage. Increase "eyes on the street" architectural features and the upkeep of underutilized lots. Encourage façade improvements, building scale and height, landscape, and signage improvements that transform the street character. New public and private improvements should advance the visual identity and physical environment, distinguishing this area as the Valley Boulevard southwestern gateway into the City.

6. Integrate Open Space and Community Amenities

Integrate plazas or small urban gathering spaces in areas that are well activated by adjacent uses. Improve accessibility to the trail and trailhead along Lemon Creek (a segment of the Schabarum-Skyline Trail network).

3.5 INTENDED USE OF THIS EIR

The policy framework set forth in the proposed General Plan Update would not result in the immediate construction of any new development nor entitlement of any new project. All new development within the City will continue to be subject to the City's development review, approval, and public participation processes. Elected and appointed officials and City Staff will review subsequent project applications for consistency with the General Plan, applicable Specific Plan, and Zoning Ordinance, and will prepare appropriate environmental documentation to comply with CEQA and other applicable environmental requirements.

Pursuant to Section 15168 of the State CEQA Guidelines, this EIR is a Program EIR. The goals, policies, land use designations, implementation programs, and other substantive components of the General Plan and implementing sections of the Zoning Ordinance comprise the “program” evaluated in this Program EIR. Subsequent activities undertaken by the City and project proponents to implement the General Plan will be examined considering this Program EIR to determine the appropriate level of environmental review required under CEQA. Such subsequent implementation activities may include but are not limited to the following:

- Updating the Zoning Code to achieve consistency with the General Plan.
- Rezoning of properties to achieve consistency with the General Plan.
- Updating and approval of Specific Plans, Urban Plans, and other development plans and planning documents.
- Approval of tentative maps, variances, conditional use permits, and other land use permits and entitlements.
- Approval of development agreements.
- Approval of facility and service master plans and financing plans.
- Approval and funding of public improvement projects.
- Approval of resource management plans.
- Issuance of permits and other approvals necessary for implementation of the General Plan.
- Issuance of permits and other approvals necessary for public and private development projects.
- Future amendments to the City’s Housing Element and other General Plan Elements.

Following certification of this EIR and adoption of the General Plan Update by the lead agency (City of Walnut), other agencies may use this Program EIR in the approval of subsequent implementation activities. These agencies may include but are not limited to those listed below.

Local Agencies

- Los Angeles County Local Agency Formation Commission (LAFCO)
- County of Los Angeles
- Los Angeles County Flood Control District
- Los Angeles County Metropolitan Transportation Authority (Metro)

State and Regional Agencies

- California Department of Fish and Wildlife
- California Department of Conservation
- California Department of Housing and Community Development (HCD)
- California Department of Transportation (Caltrans)
- Los Angeles Regional Water Quality Control Board
- South Coast Air Quality Management District

Federal Agencies

- U.S. Fish and Wildlife Services

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
CEQA	California Environmental Quality Act
DU/AC	dwelling units per acre
EIR	Environmental Impact Report
GPU	General Plan Update
HCD	Housing and Community Development
LAFCO	Los Angeles County Local Agency Formation Commission
Metro	Los Angeles County Metropolitan Transportation Authority
Mt. SAC	Mount San Antonio College
SOI	Sphere of Influence
WVSP	West Valley Specific Plan

References Cited

City of Walnut
2017 Draft Land Use Element. Prepared by MIG, Inc.

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4. INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS

4.1 PROGRAM EIR EVALUATION OF IMPACTS

Pursuant to CEQA, this program EIR evaluates the impacts associated with the GPU and WVSP and identifies Mitigation Measures to reduce significant impacts to less-than-significant levels. The impacts associated with implementation of future individual projects under this GPU or WVSP are unknown at this time and therefore are not considered in this program EIR. Environmental review of such subsequent individual actions would be undertaken at a later time, if and when such proposals come before the City in the form of a site-specific development application or improvement project.

4.1.1 Impact Assessment Assumptions

The purpose of this program EIR is to evaluate the likely environmental consequences of development in the GPU and WVSP Planning Area, and to identify Mitigation Measures and alternatives that could minimize or avoid potentially significant adverse environmental impacts and/or to increase beneficial effects. The Program EIR assumes full build out through 2040 under the GPU and also assumes the build-out of the WVSP. The impact analyses in this EIR are based on the conservative assumption that the City would be successful in meeting its objectives and, as a result, the Planning Area would reach the full buildout projections under the GPU and WVSP.

4.1.2 Impact Assessment Baseline

CEQA Guidelines Sections 15125(a) and (e) stipulate that the existing environmental setting (the environmental conditions in the project vicinity at the time the environmental analysis is begun) should constitute the baseline physical conditions by which it is determined whether an impact is significant. Pursuant to this guideline, all impact assessments in this EIR are based upon comparison of the projected future "with project" conditions (i.e., buildout under the proposed 2040 General Plan and buildout of the WVSP) with the existing environmental setting rather than with the future "without project" condition. For a generalized comparison of anticipated future conditions with the project versus future conditions under a "No Project" scenario, (i.e., if the GPU or WVSP were not approved), see the discussion of Alternative 1 (No Project - Existing General Plan) in Chapter 21(Alternatives) of this EIR.

4.2 "SIGNIFICANT IMPACTS" AND OTHER KEY EIR TERMINOLOGY

This Draft EIR identifies the "significant impacts" of the project and corresponding Mitigation Measures that would avoid or reduce those impacts to a less-than-significant level. Where it is determined in this EIR that a particular impact cannot be avoided or reduced to a less-than-significant level by the identified Mitigation Measures, the EIR identifies that impact as a "significant unavoidable impact." Significant unavoidable impacts are also discussed in Chapter 22 (CEQA Mandated Sections) of this EIR. These terms ("significant," "unavoidable," "mitigation") and other key CEQA terminology used in this EIR are defined in the subsequent table (Table 4-1) .

Table 4-1 Definitions of Key EIR Terminology

<p>Significant/Potentially Significant Impact</p>	<p>"Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance (CEQA Guidelines, Section 15382.) <i>"An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."</i> (CEQA Guidelines, Section 15382).</p>
<p>Significant Cumulative Impact</p>	<p>"Cumulative impacts" are defined as <i>"two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."</i> (CEQA Guidelines, Section 15355).</p>
<p>Unavoidable Significant Impact</p>	<p>"Unavoidable significant impacts" are defined as those significant adverse environmental impacts for which either no mitigation or only partial mitigation is feasible. If the project is to be approved without imposing an alternative design, the Lead Agency must include in the record of the project approval a written statement of the specific reasons to support its action (i.e., a "statement of overriding considerations") (CEQA Guidelines, Sections 15126.2[b] and 15093[b]).</p>
<p>Significance Criteria</p>	<p>The criteria used in this EIR to determine whether an impact is or is not <i>"significant"</i> are based on (a) CEQA-stipulated "mandatory findings of significance" (i.e., where any of the specific conditions occur under which the Legislature and the Secretary of Resources have determined to constitute a potentially significant effect on the environment, which are listed in CEQA Guidelines Section 15065); (b) specific criteria that a Resources Agency has determined are "normally" considered to constitute a "significant effect on the environment;" (c) the relationship of the project effect to the adopted policies, ordinances and standards of the Lead Agency and of responsible agencies; and/or (d) commonly accepted practice and the professional judgment of the EIR authors and Lead Agency staff.</p>
<p>Mitigation Measures</p>	<p>For each significant impact, the EIR must identify a specific "mitigation" measure or set of measures capable of <i>"(a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) reducing or eliminating the impact over time by preservation or maintenance operations during the life of the action; or (e) compensating for the impact by replacing or providing substitute resources or environments."</i> (CEQA Guidelines, Section 15370).</p>

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
GPU	General Plan Update
WVSP	West Valley Specific Plan

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5. AESTHETICS AND VISUAL RESOURCES

This EIR Chapter describes existing visual and scenic resources in the Planning Area. The Chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the GPU and WVSP, describes potential impacts that could result from the plans, and discusses goals, and policies that would avoid or reduce those potential impacts.

5.1 SETTING

The environmental and regulatory setting of the Planning Area with respect to aesthetics and visual resources is described in the General Plan in Chapter 2 (Land Use Design, Community Design Plan Section) and in the Population, Housing, Land Use, and Aesthetics Chapter of the ECR (City of Walnut 2017). Pursuant to Section 15150 of the CEQA Guidelines, the Existing Conditions Report (ECR) is incorporated into this EIR by reference. The ECR is available on the City's website at:

<http://www.cityofwalnut.org/for-residents/departments/community-development/planning-division/general-plan-update>

5.1.1 Environmental Setting

The City of Walnut is surrounded by the region's natural hilly topography and panoramic views of the San Gabriel Mountains. The aesthetics and visual resources in the City of Walnut are described below and background is provided by the ECR (City of Walnut 2017):

- Walnut's topography affords properties in its hillside areas to have scenic views of both the City and other municipalities in Los Angeles County, with the skylines of those cities visible on clear days.
- Natural features most associated with Walnut are its Black Walnut Trees (*Juglans californica*). This tree is an important biological and scenic resource within the City, and is endemic to the region.
- Three Walnut Woodlands located on the San Jose Hills around the Mt. San Antonio College (Mt. SAC) campus are considered scenic resources in the City of Walnut. The largest of these trees are found above the houses on Shadow Mountain Road near Grand Avenue. The Voorhis Ecological Reserve, on the northeastern side of the City and operated by Cal Poly Pomona, also contains an existing community of Black Walnut Tree woodland that is an important scenic resource in the City.
- Additional scenic resources can be found along Lemon Creek and Snow Creek. These waterways feed into the San Gabriel River watershed via San Jose Creek. The scenic quality of Lemon Creek has been recognized in the General Plan and designated for preservation as one of the natural areas of the City.
- The City has an Oak/Walnut Tree Preservation Ordinance in its Municipal Code under Chapter 25-178, which requires the preservation of all healthy trees unless compelling reasons justify the removal of such trees.
- In the General Plan, the Scenic Highway Element describes certain streets that possess scenic attributes that qualify them to be identified as scenic routes. These routes include: Lemon Avenue from La Puente Road to Temple Avenue, Temple Avenue from the west City limits to the east City limits, Meadowpass Road from the Lemon Avenue Extension to the

Temple Avenue extension, Mountaineer Road between Grand Avenue and San Dimas Avenue, and Grand Avenue between Valley Boulevard and the northern City limits.

- The City's Dark Sky Map shown in Figure LU-9 of the ECR identifies areas in the City where light pollution is a concern. It should be noted that the City's Dark Sky Map is an unofficial Map.

5.1.2 Regulatory Setting

Federal

National Scenic Byways Program

The National Scenic Byways program is part of the U.S. Department of Transportation, Federal Highway Administration. The program was established under the Intermodal Surface Transportation Efficiency Act of 1991, and was reauthorized in 1998 under the Transportation Equity Act for the 21st Century. Under the program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. The only National Scenic Byway located within southern California is the Arroyo Seco Historic Parkway – Route 110 in Los Angeles County. The National Scenic Byway is not located in the vicinity of the Proposed Project.

State

State Scenic Highway Program

The State Scenic Highway Program, created by the California Legislature in 1963, was established to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A scenic highway is designated under this program when a local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. When a City or County nominates an eligible scenic highway for official designation, it defines the scenic corridor, which is land generally adjacent and visible to a motorist on the highway. State Laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. There are no known State Scenic Highways in the vicinity of the Proposed Project.

5.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts on aesthetic or visual resources that could result from the GPU and WVSP, and discusses City goals, policies, and implementation programs that would avoid or reduce those potential impacts. The Section also recommends mitigation measures as needed to reduce significant impacts.

5.2.1 Significance Criteria

Based on the CEQA Guidelines,¹ implementation of the City of Walnut 2040 General Plan would have a significant impact related to aesthetics and visual resources if it would:

- (a) Have a substantial adverse effect on a scenic vista;

¹CEQA Guidelines, Appendix G, Items I (a) through (d).

- (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- (c) Substantially degrade the existing visual character or quality of the Walnut Planning Area or its surroundings; or
- (d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the Planning Area or its surroundings.

5.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts on aesthetics and visual resources followed this basic sequence:

- (1) The ECR was evaluated to identify existing environmental conditions and problems related to aesthetics and visual resources, including the regulatory framework that applies to these issues.
- (2) The CEQA Statute and Guidelines, including Appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the Program EIR. In part, this process resulted in the significance criteria listed in subsection 5.2.1 above.
- (3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR Chapter 3, Project Description), was analyzed to identify goals, policies, implementation programs (“policies” for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.
- (4) For potential environmental impacts that would result from the GPU and WVSP, Mitigation Measures were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

5.2.3 Environmental Impacts

Potential Impacts of Future Development under the GPU and WVSP

Impacts to the scenic vistas, resources, and visual character and quality of the Planning Area could occur if existing regulations and/or proposed policies are not sufficient to preserve and enhance those areas that contribute to a sense of place and provide distinctive community identity. The Planning Area is almost fully developed, and future development supported by the GPU and WVSP would generally be constructed within the context of an urbanized environment.

Development directed by the Goals and Policies of the GPU could produce new sources of light and/or glare that may potentially cause significant impacts to daytime and/or nighttime views. Impacts associated with glare, range from simple nuisance to potentially dangerous situations (e.g. if glare is directed into the eyes of motorists). New commercial development could introduce inappropriate lighting and/or use building materials that could cause inappropriate glare in the planning area. Such impacts can include but are not limited to:

- Excessive or inappropriately directed lighting that can adversely impact nighttime views by reducing the ability to see the night sky and stars.
- Glare caused from unshielded or misdirected lighting sources, such as, a floodlight attached to the side of a single-family residence that could be oriented to shine into a neighbor's house.
- Reflective surfaces (e.g., polished metal) that can also cause glare.

How Existing Regulations and General Plan Policies Reduce Impacts

Table 5-1 is aligned with relevant Existing Regulations and General Plan Policies that relate to aesthetic resources. Column 1 (Objective) lists each relevant Regulation and General Plan Goal, Policy, or implementation program ("Policy" for short), that addresses the potential impact identified in Table 5-1. Column 2 is a summary of the regulation and the text of the policy. Column 3 answers the question, "How does the regulation/policy avoid or reduce the potential impact?" Column 4 identifies the applicable significance criteria that is addressed by the regulation/policy.

The verbs in Column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. The verb "implements" is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

Table 5-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Aesthetics and Visual Resources			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
General Plan Update			
Policy LCD-3.6: Façade Upgrades	Target design upgrades and other façade enhancements that maintain the City's standards for high-quality and prevailing desired design aesthetics.	Minimizes the potential for visual contrast as new development occurs.	(c) Visual character
Policy LCD-7.4: Night Sky	Preserve the value of the community's night sky and avoid unnecessary light and spill-over of glare from signage, buildings, and landscape illumination and other sources of outdoor lighting.	Minimizes the potential for light and glare impacts as new development occurs.	(c) Visual character; (d) Light and glare
Policy LCD-8.4: Landscape Design	Develop specialized landscape and design treatments for entryways, intersections, parks, districts and neighborhoods, and public areas.	As new development occurs, helps maintain views from locally identified scenic routes, maintains existing overall visual character of a rural, vegetated environment.	(a) Scenic resources; (c) Visual character
Policy LCD-8.5: Outdoor Spaces	Require new development to provide engaging, well-landscaped outdoor spaces that invite and support outdoor activities for residents, especially areas viewed or accessible by the public.	As new development occurs, helps maintain views from locally identified scenic routes, maintains existing overall visual character of a rural, vegetated environment.	(a) Scenic resources; (c) Visual character
Policy LCD-7.7:- Streetscapes Design	Maintain street design programs for commercial and mixed-use district frontages.	Helps ensure that immediate and long-range views from local streets are protected throughout the City.	(a) Scenic vistas; (c) Visual character
Policy C-2.5: Protect Ambience	Preserve and maintain the most aesthetic part of the streetscapes, including the natural vegetated mountain, street landscaping, and hillside edges.	Establishes a policy to consider impact of future development on long range views.	(a) Scenic vistas; (c) Visual character
Policy C-7.2: Parking Screening	Minimize the appearance of parking lots and structures as viewed from public right-of-ways and gateways.	Minimizes visual incompatibilities along public right-of-ways and gateways.	(c) Visual character

Table 5-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Aesthetics and Visual Resources			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy COR-1.2: Community Identity	Use open spaces and parks to maintain Walnut's visual character and identity.	Maintains existing rural and natural character of the City, maintains views of scenic vistas within park and open space areas.	(a) Scenic vistas; (c) Visual character
Policy COR-1.3: Enhanced Plantings	Add beneficial and strategic plantings in open space areas and hillsides to help maintain slopes, enhance habitat value, and improve community aesthetics.	Maintains existing rural and natural character of the City, maintains views of scenic vistas within park and open space areas	(a) Scenic vistas; (c) Visual character
Policy COR-3.1: Preserve and Enhance	Preserve and enhance existing waterways and natural riparian areas to achieve natural states.	Maintains or improves existing appearance and natural character of streams and riparian areas.	(c) Visual character
Policy COR-3.3: Natural Vegetation	When development is proposed near natural vegetation, encourage the landscaping to be consistent with the palette of vegetation found in the natural vegetation.	Maintains existing rural and natural character of the City.	(c) Visual character
Policy COR-4.2: Planting Program	Prioritize the planting of street trees in new development projects, and ensure that any dying or diseased tree within a public right-of-way is quickly replaced with healthy and appropriate specimens.	Helps maintain visual character along City streets, in particular those streets identified as local scenic routes.	(c) Visual character
Policy COR-4.3: Private Tree Preservation	Implement effective programs that provide protection for mature trees on private properties.	Helps maintain visual character along City streets, in particular those streets identified as local scenic routes, and in hillside residential developments.	(a) Scenic vistas; (c) Visual character
Policy COR-4.4: California Black Walnut/Oak Trees	Encourage the preservation, maintenance, and protection of California Black Walnut/Oak Trees, as well as other important native tree species Citywide.	Helps maintain visual character along City streets, in particular those streets identified as local scenic routes, and in hillside residential developments.	(a) Scenic vistas; (c) Visual character
Policy CFI-2.1: Infrastructure	Limit negative aesthetic impacts of new public and private infrastructure.	Helps maintain visual character along City streets, in particular those streets	(a) Scenic vistas; (c) Visual character

Table 5-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Aesthetics and Visual Resources			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Aesthetics		identified as local scenic routes.	
Policy CFI-2.3: Overhead Utilities	Reduce the visual impact of above ground and overhead utilities, including electric lines, by continuing to require the placement of utilities underground within new development and wherever possible, the realignment of existing utilities and equipment underground.	Helps maintain visual character along City streets, in particular those streets identified as local scenic routes.	(a) Scenic vistas; (c) Visual character
Policy CFI-2.4: Communications Infrastructure	Support efforts to develop improved communications technology in a manner that minimizes visual and environmental impacts to the surrounding area, while benefiting government, business, education, and public safety. Encourage use of newer technologies that allow facility components to be reduced in size or improved via screening or camouflaging. Encourage co-locations of facilities to minimize visual blight.	Helps maintain visual character along City streets, in particular those streets identified as local scenic routes.	(a) Scenic vistas; (c) Visual character
Policy CFI-6.5: Local Creeks	Develop and implement management plans that provide appropriate management strategies and natural landscaping of local creeks.	Helps maintain visual character along creeks visible from City streets, and public spaces.	(c) Visual character
West Valley Specific Plan (Land Uses, Development Standards, and Design Guidelines)			
Relevant development standards	In Section 5.6 (Streets and Public Areas), development standards require a variety of street frontages. In Section	These standards collectively ensure that new development will be compatible with the City's existing natural and rural	(c) Visual character; (d) Light and Glare

Table 5-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Aesthetics and Visual Resources

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
include: Section 5.6: Streets and Public Areas; Section 5.8: Setbacks and Lot Dimensions; Section 5.9: Building Dimensions and Façades; Section 5.11: Landscaping and Open Space, Section 5.12: Fences, Walls, and Lighting; and Section 5.13: Signs	5.8, there are setback and lot dimension requirements for corner intersections. Section 5.9 (Building Dimensions and Façades), establishes height and setback requirements. In Section 5.11 (Landscaping and Open Space), development standards require landscaping in front yard setbacks. Section 5.12 (Fences, Walls, and Lighting) establishes setback and height requirements for these features. Hours of operation for lighting are also established in this Section. Section 5.13 (Signs), includes development standards for placement and height of signs on buildings, area of sign coverage, and number of signs per defined building square footages.	appearance, and will ensure uniformity and harmony within the West Valley Plan area.	

Table 5-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Aesthetics and Visual Resources

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
<p>Design Guidelines for: Architecture (Section 6.5), Walls, Fences, and Enclosures (Section 6.6), Lighting (Section 6.7), Signs (Section 6.8), Parking Lots and Structures (Section 6.9), and Landscaping and Outdoor Spaces (Section 6.10)</p>	<p>In Section 6.5 (Architecture), architectural guidelines have been established to guide building siting, scale and massing, and selection of materials and colors. Design guidelines have also been established for walls, fences, and enclosures that establish appropriate heights, and guide selection of details and articulation. Design guidelines are established to regulate nighttime lighting and guide selection of lighting accents.</p> <p>The shape, style, color, and methods of mounting signs are regulated.</p> <p>Section 6.9 (Parking Lots and Structures) includes design guidelines for parking lots that include requirements for visual screening and guidelines for selection of color, texture, and treatments (e.g., permeable pavement and pedestrian walkway treatments). The design guidelines encourage creation of “green areas” with plantings that respond to Walnut’s seasons to enhance important public spots and to create perceptibly “organic” areas.</p>	<p>These guidelines collectively ensure new development will be compatible with the City’s existing natural and rural appearance, and will ensure uniformity and harmony within the West Valley Plan area.</p>	<p>(a) Scenic vistas; (c) Visual character; and (d) Light and Glare</p>

5.2.4 Conclusions

In most cases, no one regulation, goal, policy, or implementation measure (“policy” for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the regulations and policies listed in Table 5-1 will result in a less-than-significant impact related to the identified significance criteria and the corresponding environmental topic listed in Table 5-1. This conclusion is consistent with the purpose and use of a program EIR for a general Plan (see EIR Project Description, Chapter 3).

Based on the methodology described above, impacts on aesthetics and visual resources would be ***less than significant***. No mitigation is required.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
CEQA	California Environmental Quality Act
ECR	Existing Conditions Report
EIR	Environmental Impact Report
GPU	General Plan Update
Mt. SAC	Mt. San Antonio College
WVSP	West Valley Specific Plan

References Cited

City of Walnut
2017 General Plan Existing Conditions Report. Walnut, CA.

6. AGRICULTURAL AND FORESTRY RESOURCES

This EIR Chapter describes existing agricultural and forestry resources in the Planning Area. The Chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the GPU and WVSP, describes potential impacts that could result from the GPU and WVSP, and discusses goals, policies, and implementation programs that would avoid or reduce those potential impacts.

6.1 SETTING

The environmental and regulatory setting of Walnut is provided in the ECR. However, the report does not discuss forestry resources. Information related to Important Farmlands was obtained from the following map (California Department of Conservation 2016):

<ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf>

The following map was used to determine if any lands in Walnut were held under Williamson Act contracts (California Department of Conservation 2015):

ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf

6.1.1 Environmental Setting

According to the Farmland Mapping and Monitoring Program of the California Resources Agency, the City of Walnut has no land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, there are no lands within the City limits that are held under Williamson Act contracts. There are also no lands Zoned as agriculture, forest, or timberlands in the City (City of Walnut 2017).

6.1.2 Regulatory Setting

Federal

Federal regulations do not apply to agricultural resources in Walnut.

State

Williamson Act. The California Land Conservation Act, better known as the Williamson Act, has been the State's premier agricultural land protection program since its enactment in 1965. Land under a Williamson Act contract is restricted to agricultural uses for a term of no less than 10 years. The Williamson Act is a non-mandated State policy providing for preferential assessment of agricultural and open space lands that meet local size and land use criteria.

Senate Bill (SB) 275. SB 275 created the Agricultural Land Stewardship Program Act of 1995, a California Department of Conservation (CDOC) grant program for local governments and nonprofit organizations to aid in the acquisition of agricultural conservation easements. CDOC awards grant funding from the Agricultural Land Stewardship Program fund, which receives revenue from gifts, donations, proceeds from the sale of general obligation bonds, funds appropriated by the Legislature, Federal grants or loans, and other sources.

Local

Title 6, Chapter 25 - Zoning Ordinance. The Zoning Ordinance for Walnut does not have any provisions related to agricultural or forestry resources.

6.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts on agricultural and forestry resources that could result from the GPU. The Section also recommends Mitigation Measures as needed to reduce significant impacts.

6.2.1 Significance Criteria

Based on the CEQA Guidelines¹, implementation of the GPU would have a significant impact related to agricultural and forestry resources if it would:

- (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 of the California Resources Agency, to non-agricultural use;
- (b) Conflict with existing Zoning for agricultural use, or a Williamson Act contract;
- (c) Conflict with existing Zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland Zoned Timberland Production (as defined by Government Code section 51104[g]);
- (d) Result in loss of forest land or conversion of forest land to non-forest use; or
- (e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

6.2.2 Analysis Methodology

The Planning Area does not contain any agricultural, forest land or timberland, so no former analysis occurred to complete this Chapter.

6.2.3 Environmental Impacts

No impact would result to Agricultural and Forestry Resources as a result from the GPU and WVSP (see criteria [a], [b], [c], [d], and [e] in subsection 6.2.1, "Significance Criteria," above). No mitigation is required.

¹CEQA Guidelines, Appendix G, Issue II (a) through (e).

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
CDOC	California Department of Conservation
ECR	Existing Conditions Report
EIR	Environmental Impact Report
GPU	General Plan Update
SB	Senate Bill
WVSP	West Valley Specific Plan

References Cited

California Department of Conservation

2015 Williamson Act Map for Los Angeles County. Sacramento, CA.

2016 Important Farmlands Map for Los Angeles County. Sacramento, CA.

City of Walnut

2017 General Plan Existing Conditions Report. Walnut, CA.

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7. AIR QUALITY

This EIR Chapter provides information on the environmental and regulatory air quality setting of the Planning Areas for the GPU and WVSP and evaluates the potential amount of emissions of regulated air pollutants that could be generated by construction and operation of the GPU and WVSP. The methodologies and assumptions used in the preparation of this Section follow the CEQA Guidelines developed by the South Coast Air Quality Management District (SCAQMD 2017a). Information on existing air quality conditions, Federal, and State ambient air quality standards, and pollutants of concern was obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD.

7.1 SETTING

7.1.1 Environmental Setting

Air quality is a function of pollutant emissions and topographic and meteorological influences. The physical features and atmospheric conditions of a landscape interact to affect the movement and dispersion of pollutants and determine its air quality.

South Coast Air Basin

The U.S. EPA and CARB are the Federal and State agencies charged with maintaining air quality in the nation and State, respectively. The U.S. EPA delegates much of its authority over air quality to CARB. CARB has geographically divided the State into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions.

The City of Walnut is located in the South Coast Air Basin (Basin), which includes Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The Basin encompasses approximately 6,745 square miles of coastal plains, and is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.

Air quality in the Basin is managed by the SCAQMD. Pursuant to the California Clean Air Act, SCAQMD is responsible for bringing air quality within the Basin into conformity with Federal and State air quality standards by reducing existing emission levels and ensuring that future emission levels meet applicable air quality standards. SCAQMD works with Federal, State, and local agencies to reduce pollutant emissions through adoption and implementation of rules and regulations.

Basin Climate and Meteorology. The climate of the Los Angeles region is classified as Mediterranean, but weather conditions within the Basin are dependent on local topography and proximity to the Pacific Ocean. The climate is dominated by the Pacific high-pressure system that results in generally mild, dry summers and mild, wet winters. This temperate climate is occasionally interrupted by extremely hot temperatures during the summer, Santa Ana winds during the fall, and storms from the Pacific northwest during the winter. In addition to the Basin's topography and geographic location, El Niño and La Niña patterns also have large effects on weather and rainfall received between November and March.

The Pacific high-pressure system drives the prevailing winds in the Basin. The winds tend to blow onshore in the daytime and offshore at night. In the summer, an inversion layer is created over the coastal areas and increases ozone levels. A temperature inversion is created when a layer of cool air is overlain by a layer of warmer air; this can occur over coastal areas when cool,

dense air that originates over the ocean is blown onto land and flows underneath the warmer, drier air that is present over land. In the winter, areas throughout the Basin often experience a shallow inversion layer that prevents the dispersion of surface level air pollutants, resulting in higher concentrations of criteria air pollutants such as carbon monoxide (CO) and oxides of nitrogen (NO_x).

In the fall months, the Basin is often impacted by Santa Ana winds. These winds are the result of a high-pressure system over the Nevada-Utah region that overcomes the westerly wind pattern and forces hot, dry winds from the east to the Pacific Ocean. These winds are powerful and incessant. A strong Santa Ana wind can easily exacerbate fire conditions, resulting in worsening air quality throughout the Basin, as smoke and ash are pushed into the region.

An El Niño is a warming of the surface waters of the eastern Pacific Ocean. It is a climate pattern that occurs across the tropical Pacific Ocean that is usually associated with drastic weather occurrences, including enhanced rainfall in Southern California. La Niña is a term for cooler than normal sea surface temperatures across the Eastern Pacific Ocean. The Los Angeles region receives less than normal rainfall during La Niña years.

Located in the eastern part of the San Gabriel Valley and Los Angeles County, the City of Walnut consists of approximately 8.9 square miles. It is located adjacent to the cities of Diamond Bar, City of Industry, West Covina, and San Dimas, and it is located next to California State Polytechnic University at Pomona. The City is characterized by gently rolling hills in the southern portion and steep, rugged ridgelines to the north, with a peak elevation of 1,375 feet at Buzzard Peak. The lowest elevation in the southern portion of the City is approximately 500 feet. The region experiences a Mediterranean climate characterized by hot dry summers, and cool, mild winters, with precipitation occurring in the winter months. The area is within the Climatic Transition Zone from the moister coastal region to the more arid inland regions of southern California.

Regulated Air Pollutants

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O₃), particulate matter (PM), which consists of “inhalable coarse” PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM₁₀) and “fine” PM (particles with an aerodynamic diameter smaller than 2.5 microns, or PM_{2.5}), CO, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. The U.S. EPA refers to these six common pollutants as “criteria” pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally-based criteria.

CARB has established California Ambient Air Quality Standards (CAAQS) for the six common air pollutants regulated by the Federal Clean Air Act (the CAAQS are more stringent than the NAAQS) plus the following additional air pollutants: hydrogen sulfide (H₂S), sulfates (SO_x), vinyl chloride, and visibility reducing particles.

Common criteria air pollutants, such as ozone precursors, SO₂, and particulate matter, are emitted by a large number of sources and have effects on a regional basis (i.e., throughout the Basin); other pollutants, such as Hazardous Air Pollutants (HAPs), Toxic Air Contaminants (TACs), and fugitive dust, are generally not as prevalent and/or emitted by fewer and more specific sources. As such, these pollutants have much greater effects on local air quality conditions and local receptors.

A description of the seven Federal criteria air pollutants and four additional State-regulated air pollutants for which ambient air quality standards have been developed by the U.S. EPA and/or CARB is provided below:

- **Ground-level Ozone**, or smog, is not emitted directly into the atmosphere. It is created from chemical reactions between NO_x and volatile organic compounds (VOCs), also called Reactive Organic Gases (ROG), in the presence of sunlight (U.S. EPA 2017). Thus, ozone formation is typically highest on hot sunny days in urban areas with NO_x and ROG pollution. Ozone irritates the nose, throat, and air pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.
 - **ROGs** is a CARB term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, and includes several low-reactive organic compounds which have been exempted by the U.S. EPA VOC (CARB 2004).
 - **VOCs** is a U.S. EPA term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. The term exempts organic compounds of carbon which have been determined to have negligible photochemical reactivity such as: methane, ethane, and methylene chloride (CARB 2004).
- **Particulate Matter**, also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles (U.S. EPA 2016a).
 - **PM₁₀**, also known as inhalable coarse, respirable, or suspended PM₁₀, consists of particles less than or equal to 10 micrometers in diameter (approximately 1/7th the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the blood stream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease (U.S. EPA 2016a).
 - **PM_{2.5}**, also known as fine PM, consists of particles less than or equal to 2.5 micrometers in diameter (approximately 1/30th the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects (U.S. EPA 2016a).
- **Carbon Monoxide (CO)** is an odorless, colorless gas that is formed by the incomplete combustion of fuels. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can aggravate cardiovascular disease and cause headaches, dizziness, unconsciousness, and even death (U.S. EPA 2016b).
- **Nitrogen Dioxide (NO₂)** is a by-product of combustion. NO₂ is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO₂ are collectively referred to as NO_x and are major contributors to ozone formation. NO₂ also contributes to the formation of particulate matter. NO₂ can cause breathing difficulties at high concentrations (U.S. EPA 2016c).
- **Sulfur Dioxide (SO₂)** is one of a group of highly reactive gases known as SO_x. Fossil fuel combustion in power plants and industrial facilities are the largest emitters of SO₂. Short-term effects of SO₂ exposure can include adverse respiratory effects such as asthma symptoms. SO₂ and other SO_x can react to form PM (U.S. EPA 2016d).

- **Sulfates (SO_4^{2-})** are the fully oxidized ionic form of sulfur. SO_4^{2-} are primarily produced from fuel combustion. Sulfur compounds in the fuel are oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Sulfate exposure can increase risks of respiratory disease (CARB 2009).
- **Lead** is a metal found naturally in the environment as well as in manufactured products. Mobile sources used to be the main contributor to ambient lead concentrations in the air. In the early 1970s, the U.S. EPA established national regulations to gradually reduce the lead content in gasoline, and in 1996, lead was banned from gasoline. As a result of these efforts, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically. Lead can adversely affect multiple organ systems of the body and people of every age group. Lead poisoning in young children can cause brain damage, behavioral problems, and liver or kidney damage. Lead poisoning to adults can cause reproductive problems, muscle and joint pain, nerve disorders and kidney disease (CARB 2016a).
- **Visibility Reducing Particles** are PM that vary greatly in shape, size and chemical composition and which impact the environment by decreasing visibility. These particulates come from a variety of natural and manmade sources and can be made up of many different materials such as metals, soot, soil, dust, and salt. The Statewide standard for visibility reducing particle is to limit the effects on public welfare. Health effects are associated with PM_{10} and $\text{PM}_{2.5}$, which are a component of visibility reducing particles (CARB 2016b).

Ambient Air Quality Standards and Basin Attainment Status

In general, the NAAQS and CAAQS define “clean” air, and are established at levels designed to protect the health of the most sensitive groups in our communities by defining the maximum amount of a pollutant (averaged over a specified period of time) that can be present in outdoor air without any harmful effects on people or the environment. Air pollutant levels are typically described in terms of concentration, which refers to the amount of pollutant material per volumetric unit of air. Concentrations are typically measured in parts per million (ppm) or micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).

The U.S. EPA, CARB, and regional air agencies assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

- **Attainment.** A region is “in attainment” if monitoring shows ambient concentrations of a specific pollutant are less than or equal to the NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a “maintenance area” for 10 years to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and State Laws require nonattainment areas to develop strategies, implementation plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Table 7-1 lists the NAAQS and CAAQS and summarizes the Basin's attainment status.

Table 7-1 National Ambient Air Quality Standards and California Ambient Air Quality Standards

Pollutant	Averaging Time ^(B)	California Standards ^(A)		National Standards ^(A)	
		Standard ^(C)	Attainment Status ^(D)	Standard ^(C)	Attainment Status ^(D)
Ozone	1-Hour (1979)	--	--	240 µg/m ³	Nonattainment
	1-Hour (Current)	180 µg/m ³	Nonattainment	--	--
	8-Hour (1997)	--	--	160 µg/m ³	Nonattainment
	8-Hour (2008)	--	--	147 µg/m ³	Nonattainment
	8-Hour (Current)	137 µg/m ³	Nonattainment	137 µg/m ³	Pending
PM ₁₀	24-Hour	50 µg/m ³	Nonattainment	150 µg/m ³	Attainment
	Annual Average	20 µg/m ³	Nonattainment	--	--
PM _{2.5}	24-Hour	--	--	35 µg/m ³	Nonattainment
	Annual Average (1997)	--	--	15 µg/m ³	Nonattainment
	Annual Average (Current)	12 µg/m ³	Nonattainment	12 µg/m ³	Nonattainment
Carbon Monoxide	1-Hour	23,000 µg/m ³	Attainment	40,000 µg/m ³	Attainment
	8-Hour	10,000 µg/m ³	Attainment	10,000 µg/m ³	Attainment
Nitrogen Dioxide	1-Hour	339 µg/m ³	Attainment	188 µg/m ³	Unclassifiable/Attainment
	Annual Average	57 µg/m ³	Attainment	100 µg/m ³	Attainment
Sulfur Dioxide	1-Hour	655 µg/m ³	Attainment	196 µg/m ³	Attainment
	24-Hour	105 µg/m ³	Attainment	367 µg/m ³	Unclassifiable/Attainment
	Annual Average	--	--	79 µg/m ³	Unclassifiable/Attainment
Lead	3-Months Rolling	--	--	0.15 µg/m ³	Nonattainment (Partial)
Hydrogen Sulfide	1-Hour	42 µg/m ³	Attainment	--	
Sulfates	24-Hour	25 µg/m ³	Attainment	--	
Vinyl Chloride	24-Hour	26 µg/m ³	Attainment	--	

Source: CARB 2016d, SCAQMD 2016a, modified by MIG.

(A) This table summarizes the CAAQS and NAAQS and the Basin's attainments status (as of January 2018). This table does not prevent comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Standards are not presented for visibility reducing particles, which are not concentration-based. The Basin is unclassified for visibility reducing particles.

(B) Ambient air standards have changed over time. This table presents information on the standards previously used by the U.S. EPA for which the Basin does not meet attainment.

(C) All standards are shown in terms of micrograms per cubic meter (µg/m³) rounded to the nearest whole number for comparison purposes (with the exception of lead, which has a standard less than 1 µg/m³). The actual CAAQS and NAAQS standards specific specific units for each pollutant measurement.

(D) A= Attainment, N= Nonattainment, U=Unclassifiable.

Toxic Air Contaminants

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as HAPs or TACs, respectively. These pollutants can cause severe health effects at very low

concentrations, and many are suspected or confirmed carcinogens. The U.S. EPA has identified 187 HAPs, including such substances as benzene and formaldehyde; CARB also considers particulate emissions from diesel-fueled engines and other substances to be TACs¹.

- **Diesel Particulate Matter (DPM).** Diesel engines emit both gaseous and solid material, the solid material is known as DPM. Almost all DPM is less than 1 µm in diameter, and thus is a subset of PM_{2.5}. DPM is typically composed of carbon particles and numerous organic compounds. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds and oxides of nitrogen. The primary sources of diesel emissions are ships, trains, trucks, rail yards and heavily traveled roadways. These sources are often located near highly populated areas, resulting in greater DPM related health consequences in urban areas.

The majority of DPM is small enough to be inhaled into the lungs and what particles are not exhaled can be deposited on the lung surface and in the deepest regions of the lungs where the lung is most susceptible to injury. In 1998, CARB identified DPM as a toxic air contaminant based on evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM also contributes to the same non-cancer health effects as PM_{2.5} exposure (CARB 2016c).

- **Toxic elements and pollutants** such as butadiene, benzene, perchloroethylene, formaldehyde, acetaldehyde, arsenic, cadmium, and lead are found in the Basin (SCAQMD 2015a).

Local Air Quality Conditions

The GPU and WVSP Planning Areas are located in SCAQMD Source Receptor Area (SRA) 10 (Pomona/Walnut Valley). The closest air quality monitoring station to the City of Walnut area is the Pomona Station (Station 075) located at 924 N. Garey Avenue. This station monitors O₃, CO, and NO₂. PM₁₀ and PM_{2.5} at this station. The nearest monitoring station to the Planning Area that measures PM₁₀ is the Glendora Station (Station 591) located at 840 Laurel Street (within SRA 9 [East San Gabriel Valley 2]). The nearest monitoring station to the Planning Area that measures PM_{2.5} is the Pico Rivera Station (Station 085) located at 3713-B San Gabriel Pkwy (within SRA 11 [South San Gabriel Valley]). The most recent data available from these stations are provided in Table 7-2.

¹ Since CARB's list of TACs references and includes U.S. EPA's list of HAPs, this EIR uses the term TAC when referring to HAPs and TACs.

Table 7-2 Local Air Quality Conditions (2014 – 2016)

Pollutant	Ambient Air Standard ^(A)	Year ^(B)		
		2014	2015	2016
<i>Ozone (O₃)</i>				
Maximum 1-hour Concentration (ppm)		0.123	0.136	0.127
Maximum 8-hr Concentration (ppm)		0.090	0.098	0.092
Number of Days Exceeding State 1-hr Standard	>180 µg/m ³	22	30	20
Number of Days Exceeding State 8-hr Standard	>137 µg/m ³	56	55	29
Days Exceeding Federal 1-hr Standard	>0.124 ppm	0	2	1
Days Exceeding Federal 8-hr Standard	>0.070 ppm	53	53	26
<i>Carbon Monoxide (CO)</i>				
Maximum 1-hr Concentration (ppm)		2	1.8	1.7
Maximum 8-hr Concentration (ppm)		1.6	1.6	1.3
Days Exceeding State 1-hr Standard	>23,000 µg/m ³	--	--	--
Days Exceeding Federal/State 8-hr Standard	>10,000 µg/m ³	--	--	--
Days Exceeding Federal 1-hr Standard	>40,000 µg/m ³	--	--	--
<i>Nitrogen Dioxide (NO₂)</i>				
Maximum 1-hr Concentration (ppb)		88.9	72.3	69.3
Annual Arithmetic Mean Concentration (ppm)		22.1	21.2	20.1
Days Exceeding State 1-hr Standard	>180 µg/m ³	--	--	--
<i>Particulate Matter (PM₁₀)</i>				
Maximum 24-hr Concentration (µg/m ³)		78	100	74
Annual Arithmetic Mean (µg/m ³)		32.9	29.0	29.8
Samples Exceeding Federal 24-hr Standard	>150 µg/m ³	--	--	--
<i>Particulate Matter (PM_{2.5})</i>				
Maximum 24-hr Concentration (µg/m ³)		35.1	52.7	46.59
Annual Arithmetic Mean (µg/m ³)		12.08	11.89	11.75
Samples Exceeding Federal 24-hr Standard	>35 µg/m ³	--	9	2
Source: SCAQMD 2018				
(A) All standards are shown in terms of micrograms per cubic meter (µg/m ³).				
(B) "--" indicates data are not available.				

Existing Emissions Sources

The existing land uses in the Planning Area consist of urban land uses that generate emissions from the following sources:

- **Small “area” sources.** Existing land uses in the Plan Area generate emissions from small area sources including landscaping equipment and the use of consumer products such as paints, cleaners, and fertilizers that result in the evaporation of chemicals into the atmosphere during product use.

- **Energy use and consumption.** Existing land uses in the Plan Area generate emissions from the combustion of natural gas in building water and space heating equipment, as well as industrial processes.
- **Mobile sources.** Existing land uses in the Plan Area generate emissions from vehicles travelling to and from the plan area.

Sensitive Air Quality Receptors

Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors (SCAQMD 2017a; CARB 2005).

The potential sensitive air quality receptors adjacent to or within the Planning Area include single-family and multi-family residences, as well as the schools, parks, and playgrounds, libraries and places of worship.

7.1.2 Regulatory Setting

Federal

Federal Clean Air Act. The Federal Clean Air Act (CAA), as amended, provides the overarching basis for both Federal and State air pollution prevention, control, and regulation. The Act establishes the U.S. EPA's responsibilities for protecting and improving the nation's air quality. The U.S. EPA oversees Federal programs for setting air quality standards and designating attainment status, permitting new and modified stationary sources of pollutants, controlling emissions of hazardous air pollutants, and reducing emissions from motor vehicles and other mobile sources. In 1971, to achieve the purposes of Section 109 of the CAA, the U.S. EPA developed primary and secondary NAAQS. Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and public welfare from air pollutants in the atmosphere.

The U.S. EPA requires each State prepare and submit a State Implementation Plan (SIP) that consists of background information, rules, technical documentation, and agreements that an individual State will use to attain compliance with the NAAQS within federally-imposed deadlines. State and local agencies implement the plans and rules associated with the SIP, but the rules are also federally enforceable.

State

California Clean Air Act. In addition to being subject to Federal requirements, air quality in the State is also governed by more stringent regulations under the California Clean Air Act, which was enacted in 1988 to develop plans and strategies for attaining the California Ambient Air Quality Standards. CARB, which is part of the California Environmental Protection Agency (Cal-EPA), develops Statewide air quality regulations, including industry-specific limits on criteria, toxic, and nuisance pollutants. The California Clean Air Act is more stringent than Federal Law in a number of ways, including revised standards for PM₁₀ and ozone and for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

In California, both the Federal and State Clean Air acts are administered by CARB. It sets all air quality standards including emission standards for vehicles, fuels, and consumer goods as well

as monitors air quality and sets control measures for toxic air contaminants. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional level.

Air Toxics “Hot Spots” Program. State requirements specifically address air toxic issues through Assembly Bill (AB) 1807 (known as the Tanner Bill) that established the State air toxics program and the Air Toxics Hot Spots Information and Assessment Act (AB 2588). The air quality regulations developed from these bills have been modified recently to incorporate the Federal regulations associated with the Federal Clean Air Act Amendments of 1990. The Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) was enacted in September 1987. Under this Bill, stationary sources of emissions are required to report the types and quantities of certain substances that their facilities routinely release into the air.

In-Use Off-Road Diesel Equipment Program. CARB’s In-Use Off-Road Diesel Equipment regulation is intended to reduce emissions of NO_x and PM from off-road diesel vehicles, including construction equipment, operating within California. The regulation imposes limits on idling; requires reporting equipment and engine information and labeling all vehicles reported; restricts adding older vehicles to fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing exhaust retrofits for PM. The requirements and compliance dates of the off-road regulation vary by fleet size, and large fleets (fleets with more than 5,000 horsepower) must meet average targets or comply with Best Available Control Technology (BACT) requirements beginning in 2014. CARB has off-road anti-idling regulations affecting self-propelled diesel-fueled vehicles of 25 horsepower and up. The off-road anti-idling regulations limit idling on applicable equipment to no more than five minutes, unless exempted due to safety, operation, or maintenance requirements.

On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation. CARB’s On-Road Heavy-Duty Diesel Vehicles (In-Use) regulation (also known as the Truck and Bus Regulation) is intended to reduce emission of NO_x, PM, and other criteria pollutants generated from existing on-road diesel vehicles operating in California. The regulation applies to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned, and for privately and publicly owned school buses. Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Fleets complying with the heavier trucks and buses schedule must install the best available PM filter on 1996 model year and newer engines, and replace the vehicle 8 years later. Trucks with 1995 model year and older engines had to be replaced starting in 2015. Replacements with a 2010 model year or newer engine meet the final requirements, but owners can also replace the equipment with used trucks that have a future compliance date (as specified in regulation). By 2023, all trucks and buses must have at least 2010 model year engines with few exceptions.

CARB Stationary Diesel Engines – Emission Regulations. In 1998, CARB identified DPM as a TAC. To reduce public exposure to DPM, in 2000, the Board approved the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (Risk Reduction Plan) (CARB 2000). Integral to this plan is the implementation of control measures to reduce DPM such as the control measures for stationary diesel-fueled engines. As such, diesel generators must comply with regulations under CARB’s amendments to *Airborne Toxic Control Measure for Stationary Compression Ignition Engines* and be permitted by SCAQMD.

CARB Air Quality and Land Use Handbook. In 1998, CARB identified particulate matter from diesel-fueled engines as a TAC. CARB’s Air Quality and Land Use Handbook is intended to

serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process (CARB 2005). The CARB Handbook recommends that planning agencies consider proximity to air pollution sources when considering new locations for “sensitive” land uses, such as residences, medical facilities, daycare centers, schools, and playgrounds. Air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners, and large gasoline service stations. Key recommendations in the Handbook relative to the Plan Area include taking steps to consider or avoid siting new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day;
- Within 300 feet of gasoline fueling stations; or
- Within 300 feet of dry cleaning operations (dry cleaning with TACs is being phased out and will be prohibited in 2023). The SCAQMD (Regulation 14, Rule 21) has established emission controls for the use of perchloroethylene, the most common dry-cleaning solvent.

Regional

Southern California Association of Governments. The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California State Law, established as an association of Local Governments and agencies that voluntarily convene as a forum to address regional issues. SCAG encompasses the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial.

SCAG is designated as a Metropolitan Planning Organization (MPO) and as a Regional Transportation Planning Agency. Under SB 375, SCAG, as a designated MPO, is required to prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). On April 7, 2016, SCAG’s Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Information contained in Chapter 5: The Road to Greater Mobility and Sustainable Growth of the 2016 RTP/SCS forms the basis for the land use and transportation components of the Air Quality Management Plan (AQMP), and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP.

SCAQMD Air Quality Management Plan. Under State Law, the SCAQMD is required to prepare an overall plan for air quality improvement, known as an AQMP. The purpose of an AQMP is to bring an air basin into compliance with Federal and State air quality standards. The SCAQMD 2016 AQMP was adopted on March 3, 2017 (SCAQMD 2017b). The 2016 AQMP provides new and revised demonstration’s for how the SCAQMD, in coordination with Federal, State, Regional and Local Governments will bring the Basin back into attainment for the following NAAQS: 2008 8-hour Ozone; 2012 Annual PM_{2.5}; 2006 24-hour PM_{2.5}¹; 1997 8-hour Ozone; and 1997 1-hour Ozone.

¹ Although the 2006 24-hour PM_{2.5} standard was focused on in the 2012 AQMP, it has since been determined, primarily due to unexpected drought conditions, that it is impractical to meet the standard by the original attainment year. Since adoption of the 2012 AQMP, the US EPA approved a re-classification to “serious” non-attainment for the standard, which requires a new attainment demonstration and deadline.

To achieve the reductions necessary to bring ambient air quality back into attainment the SCAQMD has identified seven primary objectives for the AQMP, which include:

1. Eliminating reliance on unknown future technology measures to demonstrate future attainment of air quality standards;
2. Calculating and accounting for co-benefits associated with measures identified in other, approved planning efforts (e.g., SCAG's RTP/SCS);
3. Developing a strategy with fair-share emission reductions at the Federal, State, and local levels;
4. Investing in strategies and technologies that meet multiple objectives regarding air quality, climate change, air toxic exposure, energy, and transportation – especially in disadvantaged communities;
5. Seeking, identifying, and securing significant sources of funding for incentives to implement early deployment and commercialization of zero and near-zero technologies, particularly in the mobile source sector;
6. Enhancing the socioeconomic analysis and selecting the most efficient and cost-effective path to achieve multi-pollutant and deadline targets; and
7. Prioritize non-regulatory, innovative approaches that can contribute to the economic vitality of the regional while maximizing emission reductions.

The emission forecasts and demonstrations presented in the 2016 AMQP rely heavily on information contained in other planning and strategy documents. For example, the 2016 AQMP's long-term emissions inventory is based on the growth and land use(s) projections contained in the SCAG's 2016 RTP/SCS. Additionally, the conclusions relating to ozone compliance are based on implementation of measures presented in CARB's Mobile Source Strategy and SIP strategy. The Mobile Source Strategy outlines a suite of measures targeted at on-road light- and heavy-duty vehicles, off-road equipment, and Federal and international sources. A subset of the Statewide strategy is a mobile source strategy for the South Coast SIP. Because the SCAQMD has limited authority in regulating mobile source emissions, coordination and cooperation between SCAQMD, CARB, and the U.S. EPA is imperative to meeting the NOx reductions required to meet ozone standards. Although not incorporated specifically from another planning document strategy, the 2016 AQMP also provides numerous control measures for stationary sources.

SCAQMD Rules and Regulations. The SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of business, processes, operations, and products to implement the AQMP and the various Federal and State air quality requirements. In general, rules that would be applicable during buildout of the proposed GPU and WVSP, include:

- **Rule 401 (Visible Emissions)** prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- **Rule 402 (Nuisance)** prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- **Rule 403 (Fugitive Dust)** prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- **Rule 445 (Wood Burning Devices)** prohibits permanent installation of wood burning devices in new development.
- **Rule 1113 (Architectural Coatings)** establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- **Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities)** specifies work practice requirements to limit asbestos emissions from building demolitions and renovation activities, including the removal and associated disturbance of asbestos containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos containing waste materials.

7.2 ENVIRONMENTAL EFFECTS

7.2.1 Significance Criteria

Consistent with CEQA and the CEQA Appendix G Guidelines, implementation of the proposed Specific Plan would have a significant air quality impact if it would:

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

Regional Significance Thresholds

The significance thresholds in the SCAQMD's *CEQA Air Quality Handbook* were used for evaluating the impacts associated with the implementation of the GPU and WVSP. The SCAQMD has established mass daily thresholds for regional pollutant emissions, as shown in Table 7-3.

Table 7-3: SCAQMD Regional Emission Significance Thresholds

Air Contaminant	Construction (Maximum Pounds Per Day)	Operation (Maximum Pounds Per Day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550
Lead	3	3

Source: SCAQMD 2015b.

Localized Significance Thresholds

In addition to establishing thresholds of significance for emissions of criteria air pollutants on a regional level, the SCAQMD has also developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standards, which would result in significant adverse localized air quality impacts. The LST methodology takes into account a number of factors, including (1) existing ambient air quality in each SRA; (2) how many acres the project would disturb in a day; and (3) how far project construction and operational activities would take place from the nearest sensitive receptor. Unlike the regional emission significance thresholds presented in Table 7-3, LSTs have only been developed for NO_x, CO, PM₁₀ and PM_{2.5}. The construction and operational LSTs for one-acre, two-acre, and five-acre sites in SRA 10 (Pomona/Walnut Valley), the SRA in which the City of Walnut is located, are shown in Table 7-4.

Table 7-4: SCAQMD Localized Significance Thresholds For Source Receptor Area 10

Pollutant Monitored	Maximum Allowable Emissions (lbs per day) as a Function of Receptor Distance (in Feet) from Site Boundary^(A)				
	82 Feet	164 Feet	328 Feet	656 Feet	1,640 Feet
ONE-ACRE SITE					
<i>Construction Thresholds</i>					
Nitrogen Oxides (NO _x)	103	129	185	292	570
Carbon Monoxide (CO)	612	911	1,741	4,345	18,991
Particulate Matter (PM ₁₀)	4	11	26	57	148
Particulate Matter (PM _{2.5})	3	4	7	18	75
<i>Operational Thresholds</i>					
Nitrogen Oxides (NO _x)	103	129	185	292	570
Carbon Monoxide (CO)	612	911	1,741	4,345	18,991
Particulate Matter (PM ₁₀)	1	3	7	14	36
Particulate Matter (PM _{2.5})	1	1	2	5	18

Table 7-4: SCAQMD Localized Significance Thresholds For Source Receptor Area 10					
Pollutant Monitored	Maximum Allowable Emissions (lbs per day) as a Function of Receptor Distance (in Feet) from Site Boundary^(A)				
	82 Feet	164 Feet	328 Feet	656 Feet	1,640 Feet
TWO-ACRE SITE					
<i>Construction Thresholds</i>					
Nitrogen Oxides (NO _x)	149	175	230	330	598
Carbon Monoxide (CO)	885	1,358	2,298	5,097	20,256
Particulate Matter (PM ₁₀)	6	18	33	64	156
Particulate Matter (PM _{2.5})	4	6	10	21	80
<i>Operational Thresholds</i>					
Nitrogen Oxides (NO _x)	149	175	230	330	598
Carbon Monoxide (CO)	885	1,358	2,298	5,097	20,256
Particulate Matter (PM ₁₀)	2	5	8	16	38
Particulate Matter (PM _{2.5})	1	2	3	5	20
FIVE-ACRE SITE					
<i>Construction Thresholds</i>					
Nitrogen Oxides (NO _x)	236	265	330	426	681
Carbon Monoxide (CO)	1,566	2,158	3,691	7,011	23,450
Particulate Matter (PM ₁₀)	12	36	51	82	175
Particulate Matter (PM _{2.5})	7	9	15	28	93
<i>Operational Thresholds</i>					
Nitrogen Oxides (NO _x)	236	265	330	426	681
Carbon Monoxide (CO)	1,566	2,158	3,691	7,011	23,450
Particulate Matter (PM ₁₀)	3	9	13	20	42
Particulate Matter (PM _{2.5})	2	3	4	7	23
<i>Source: SCAQMD 2008</i>					
Note: The localized thresholds for NO _x in this table account for the conversion of NO to NO ₂ . The emission thresholds are based on NO ₂ levels, as this is the species associated with adverse health effects.					

Per the SCAQMD's Final Localized Significance Thresholds Methodology (SCAQMD 2008), comparison of emissions with operational LSTs is not applicable for use for General Plans; therefore, this comparison is only applicable to emissions associated with the WVSP and construction LSTs for the GPU.

Carbon Monoxide "Hot Spot" Thresholds

Historically, to determine whether a project poses the potential for a CO hotspot, the qualitative CO screening procedure provided in the *Transportation Project-Level Carbon Monoxide Protocol* (the Protocol) were used (UCD ITS 1997). The Protocol determines a project may worsen air quality if the project increases the percentage of vehicles in cold start modes by two percent or more; significantly increases traffic volumes by five percent or more; or worsen traffic flow, defined for signalized intersections as increasing average delay at intersections operating at level of service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F. With new vehicles and improvements in fuels

resulting in fewer emissions, the retirement of older polluting vehicles, and new controls and programs, CO concentrations have declined dramatically in California. As a result of emissions controls on new vehicles, the number of vehicles that can idle and the length of time that a number of vehicles can idle before emissions would trigger a CO impact has increased, so the use of LOS as an indicator is no longer applicable for determining CO impacts.

The Bay Area Air Quality Management District (BAAQMD) developed a screening-level analysis for CO hotspots in 2010 which finds that projects that are consistent with the applicable congestion management program, and that do not cause traffic volumes at affected intersections to increase to more than 44,000 vehicles per hour, would not result in a CO hotspot that could exceed State or Federal air quality standards (BAAQMD 2017 pg. 3-4). This BAAQMD screening threshold is generally consistent with the results of a CO modeling conducted for the SCAQMD's 2003 AQMP, which included a CO hotspot analysis at four busy intersections during AM and PM peak hour periods. The busiest intersection studied in this analysis, Wilshire Boulevard and Veteran Avenue, had 8,062 vehicles per hour during the AM peak, 7,719 vehicles per hour during the PM peak, and approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour CO concentration for this intersection was 4.6 ppm (SCAQMD 2003).

For purposes of this EIR, the GPU and WVSP would pose the potential for a CO hotspot if it would exceed the BAAQMD's screening traffic level for peak hour intersection traffic volumes (44,000 vehicles per hour) (thereby having the potential to result in CO concentrations that exceed 1-hour State (20 ppm), 1-hour Federal (35 ppm), or State and Federal 8-hour (9 ppm) ambient air quality standards for CO).

Toxic Air Contaminant Thresholds

On May 6, 2005, the SCAQMD adopted its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Contained in this document are numerous recommendations focused on land use planning, such as locating sensitive receptors away from substantial sources of TACs (e.g., high-traffic freeways and roads, distribution centers, refineries, etc.). When siting receptors near large generators of TAC emissions, the SCAQMD recommends analyzing health risks for these new developments. Although the guidance document establishes recommendations for land use planning, it does not provide thresholds on which to base significant determinations. The SCAQMD has, however, developed significance thresholds applicable to TAC emissions emanating from stationary and mobile sources. Under SCAQMD methodology, health risks from TAC emissions are estimated based on "Individual Cancer Risk," which is the likelihood that a person exposed to TACs over 70-year lifetime will get cancer. The SCAQMD recommends preparation of a Health Risk Assessment (HRA) for large commercial or industrial projects to determine the specific health risks posed by long-term project emissions. Numerous weighting factors (e.g., age sensitivity factors, breathing rates, etc.) are applied during health risk calculations to account for those members of the public who may be more sensitive to pollution than others. A project is considered to have a significant impact if it results in any of the following:

- A maximum incremental cancer risk greater than equal to 10 in one million;
- A population wide cancer burden greater than 0.5 (in areas where cancer risk is greater than or equal to 1 in one million); or
- A chronic or acute hazard index greater than or equal to 1.0.

7.2.2 Analysis Methodology

Construction and operational emissions associated with both buildout of the GPU as well as buildout of the WVSP, were calculated and evaluated against regional and localized significance thresholds to determine potential impacts on air quality standards, as well as to evaluate potential impacts associated with DPM emissions on sensitive receptors. In addition, a discussion is provided below on the potential for the GPU and WVSP to generate CO hotspots or objectionable odors. An evaluation of whether the GPU and WVSP is consistent with existing plans and policies protecting air quality is also included below.

7.2.3 Environmental Impacts

IMPACT AIR-1 Violations of Air Quality Standards

GPU Impact Analysis

Construction Emissions. Implementation of the GPU would lead to new development and redevelopment of existing occupied land uses. These development activities would generally involve demolition, site preparation, grading, building construction, paving, and architectural coating (i.e., painting) activities. Fugitive dust (PM₁₀) emissions would typically be greatest during building demolition, site preparation, and grading due to the disturbance of soils and transport of material. NO_x and other emissions would also result from the combustion of diesel fuels used to power off-road heavy-duty pieces of equipment (e.g., backhoes, bulldozers, excavators, etc.) and worker, vendor, and other construction-related vehicle trips. The types and quantity of equipment, as well as duration of construction activities, would be dependent on project specific conditions. Larger projects would require more equipment over a longer timeframe than required for smaller projects; however, specific information is not available for future projects at this time because build-out of the GPU is expected to occur over 21 years and the location, type, and timing of construction will be determined by market demand(s).

To determine if the construction of a typical project could result in a significant air quality impact, CalEEMod 2016.3.2 was used to estimate emissions that could be generated under any given year. Emissions were calculated over one year from 2019 to 2020 (Table 7-5).

Table 7-5 General Plan Update Annual Average Construction Emissions

Season	Maximum Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer	40.15	54.49	34.27	0.06	9.64	6.13
Winter	40.16	54.59	34.19	0.06	9.64	6.13
SCAQMD CEQA Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: See CalEEMod Output in Appendix C.

As shown in Table 7-5, the maximum daily construction emissions associated with implementation of the GPU would be below the SCAQMD's regional pollutant thresholds for all pollutants. Thus, this impact would be less than significant.

In Table 7-6, the maximum daily construction emissions under buildout of the GPU are compared against the SCAQMD's-recommended LSTs (shown in Table 7-4 for SRA 10 [Pomona/Walnut Valley]). Under the "worst-case" phase of construction, grading, the use of one

grader, one rubber tired dozer, four crawler tractors, and one scrapers could occur simultaneously (see CalEEMod output sheets in Appendix C). Therefore, according to SCAQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, construction emissions were estimated against the SCAQMD's LSTs for a 5-acre project size¹. To be conservative, a receptor distance of 25 meters (82 feet), the nearest receptor distance that can be used, was used to evaluate impacts at sensitive residential receptor locations for construction activities.

Table 7-6 Comparison of Construction Emissions under General Plan Update with Localized Significance Thresholds

Construction Phase	Maximum Daily Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions ^(A)	54.59	34.19	9.64	6.13
SCAQMD LST Threshold ^(B)	236	1,566	12	7
Threshold Exceeded?	No	No	No	No

Source: See CalEEMod Output in Appendix C.
 (A) Emissions presented are worst-case total emissions and may reflect summer or winter emissions levels.
 (B) LST threshold is based on 5.0-acre project size and 25-meter (82 feet) receptor distance. Pursuant to the SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008, page 3-3), the threshold for a 25-meter receptor distance was evaluated.

As shown in Table 7-6, typical annual emissions from construction activities under buildout of the GPU will not exceed the SCAQMD's-recommended LSTs for SRA 10. Thus, this impact would be less than significant.

Operational Emissions. The GPU Planning Area is currently occupied by various residential, commercial, industrial, and other land uses. Buildout of the GPU would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with the operation of area sources, energy sources, and mobile sources.

The net change in emissions of regulated air pollutants that would occur with implementation of the GPU from existing conditions was modeled using CalEEMod 2016.3.2. The existing emissions were estimated using default emissions assumptions provided by CalEEMod or otherwise noted in the output files contained in Appendix C. The existing emissions generated by the current land uses in the Planning Area are shown in Table 7-7.

¹ According to the SCAQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, the maximum number of acres disturbed on the peak day of use per crawler tractor, grader, and rubber tired dozer is 0.5 acres per 8 hour day, while the maximum number of acres disturbed on the peak day of use per scraper is 1 acre per 8 hour day (SCAQMD 2016c). This approach is considered conservative (i.e., likely to overestimate) because it assumes that the default amount of equipment used during construction would be operated at the same time and in close proximity to sensitive receptor locations.

Table 7-7 Existing Land Use Emissions under the GPU

Existing Emissions Source	Maximum Daily Pollutant Emissions (lbs/day) ^(A)							
	ROG	NO _x	CO	SO ₂	PM ₁₀		PM _{2.5}	
					Dust	Exhaust	Dust	Exhaust
Area Sources	2,817.3	196.0	5,342.7	11.7	-	693.5	-	693.5
Energy	9.13	79.1	40.8	0.5	-	6.3	-	6.3
Mobile Sources	456.4	2,221.4	5,969.6	18.8	1,440.8	21.2	385.5	19.9
Total ^(B)	3,282.9	2,496.4	11,353.1	31.1	1,440.8	721.0	385.5	719.8

Source: See CalEEMod Output in Appendix C.
 (A) Emissions estimated using CalEEMod 2016.3.2. Estimates are based on default model assumptions unless otherwise noted. Maximum daily ROG, CO, SO_x emissions occur during the summer. Maximum daily NO_x, PM₁₀, and PM_{2.5} emissions occur during the winter.
 (B) Totals may not equal due to rounding.

The net change in long-term operational emissions that would be generated by buildout of the proposed GPU is shown in Table 7-8.

Table 7-8 General Plan Update Buildout Long-Term Operational Emissions

Emission Scenario	Maximum Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Buildout Emissions Levels ^(A)						
<i>Area Sources</i>	2,848.9	217.6	5,419.2	11.8	688.4	688.4
<i>Energy Sources</i>	10.23	88.6	45.7	0.6	7.1	7.1
<i>Mobile Sources</i>	226.7	1,477.5	2,959.9	17.0	1,861.0	502.2
<i>Total Buildout Emissions</i> ^(B)	3,085.8	1,783.7	8,424.8	29.3	2,556.5	1,197.7
Existing Plan Area Emissions Levels						
<i>Total Existing Emissions</i> ^(C)	3,282.9	2,496.4	11,353.1	31.1	2,161.7	1,105.3
Net Change in Emissions Levels						
Total Net Change	-197.1	-712.7	-2,928.3	-1.8	+394.8	+92.4
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	Yes	Yes

Source: See CalEEMod Output in Appendix C.
 (A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. Maximum daily ROG, CO, SO_x emissions occur during the summer. Maximum daily NO_x, PM₁₀ and PM_{2.5} emissions occur during the winter.
 (B) Totals may not equal due to rounding.
 (C) See Table 7-7.

As shown in Table 7-8, the maximum daily operational emissions associated with implementation of the GPU would be reduced for all pollutants with the exception of PM₁₀, and PM_{2.5} which would exceed SCAQMD's regional pollutant thresholds. Impacts associated with PM₁₀, and PM_{2.5} emissions would be significant.

WVSP Impact Analysis

Construction Emissions. Implementation of the WVSP would lead to new development and redevelopment of existing occupied land uses over a 21-year period. To determine if the construction of a typical project could result in a significant air quality impact under buildout of the WVSP, CalEEMod 2016.3.2 was used to estimate emissions that could be generated under a “worst-case” scenario for any given year. Emissions were calculated over one year from 2019 to 2020 (Table 7-9).

Table 7-9 West Valley Specific Plan Annual Average Construction Emissions

Season	Maximum Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer	16.57	22.97	15.89	0.03	3.74	2.33
Winter	16.57	22.98	15.85	0.03	3.74	2.33
SCAQMD CEQA Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: See CalEEMod Output in Appendix C.

In Table 7-10, the maximum daily construction emissions under buildout of the WVSP are compared against the SCAQMD’s-recommended LSTs. Under the “worst-case” phase of construction, grading, the use of one grader, one rubber tired dozer, and two crawler tractors, could occur simultaneously. Therefore, according to SCAQMD’s *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, construction emissions were estimated against the SCAQMD’s LSTs for a 2-acre project size¹. To be conservative, a receptor distance of 25 meters (82 feet), the nearest receptor distance that can be used, was used to evaluate impacts at sensitive residential receptor locations for construction activities.

Table 7-10 Comparison of Construction Emissions under West Valley Specific Plan with Localized Significance Thresholds

Construction Phase	Maximum Daily Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions ^(A)	22.98	15.89	3.74	2.33
SCAQMD LST Threshold ^(B)	149	885	6	4
Threshold Exceeded?	No	No	No	No

Source: See CalEEMod Output in Appendix C.

(C) Emissions presented are worst-case total emissions and may reflect summer or winter emissions levels.

(D) LST threshold is based on 2.0-acre project size and 25-meter (82 feet) receptor distance. Pursuant to the SCAQMD’s *Final Localized Significance Threshold Methodology* (SCAQMD 2008, page 3-3), the threshold for a 25-meter receptor distance was evaluated.

¹ According to the SCAQMD’s *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, the maximum number of acres disturbed on the peak day of use per crawler tractor, grader, and rubber tired dozer is 0.5 acres per 8 hour day, while the maximum number of acres disturbed on the peak day of use per scraper is 1 acre per 8 hour day (SCAQMD 2016c). This approach is considered conservative (i.e., likely to overestimate) because it assumes that the default amount of equipment used during construction would be operated at the same time and in close proximity to sensitive receptor locations.

As shown in Table 7-10, typical annual emissions from construction activities under buildout of the WVSP will not exceed the SCAQMD's-recommended LSTs for SRA 10. Thus, this impact would be less than significant.

Operational Emissions. The WVSP Planning Area is currently occupied by various residential, commercial, industrial, and other land uses. Buildout of the WVSP would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with the operation of area sources, energy sources, and mobile sources.

The net change in emissions of regulated air pollutants that would occur with implementation of the WVSP from existing conditions was modeled using CalEEMod 2016.3.2. The existing emissions were estimated using default emissions assumptions provided by CalEEMod or otherwise noted in the output files contained in Appendix C. The existing emissions generated by the current land uses in the Planning Area are shown in Table 7-11.

Table 7-11 Existing Land Use Emissions under the West Valley Specific Plan

Existing Emissions Source	Maximum Daily Pollutant Emissions (lbs/day) ^(A)							
	ROG	NOx	CO	SO ₂	PM ₁₀		PM _{2.5}	
					Dust	Exhaust	Dust	Exhaust
Area Sources	18.80	0.56	15.40	0.03	-	2.00	-	2.00
Energy	0.11	0.94	0.72	0.006	-	0.07	-	0.07
Mobile Sources	9.74	45.19	116.04	0.36	26.97	0.40	7.22	7.60
Total ^(B)	28.64	46.69	132.15	0.40	26.97	2.47	7.22	9.67

Source: See CalEEMod Output in Appendix C.
 (C) Emissions estimated using CalEEMod 2016.3.2. Estimates are based on default model assumptions unless otherwise noted. Maximum daily ROG, CO, SO_x emissions occur during the summer. Maximum daily NO_x, PM₁₀, and PM_{2.5} emissions occur during the winter.
 (D) Totals may not equal due to rounding.

The net change in long-term operational emissions that would be generated by buildout of the proposed WVSP is shown in Table 7-12.

Table 7-12 West Valley Specific Plan Buildout Long-Term Operational Emissions

Emission Scenario	Maximum Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Buildout Emissions Levels ^(A)						
<i>Area Sources</i>	23.01	6.19	48.34	0.07	2.60	2.60
<i>Energy Sources</i>	0.28	2.40	1.21	0.02	0.19	0.19
<i>Mobile Sources</i>	7.42	49.33	90.84	0.51	55.71	15.04
<i>Total Buildout Emissions^(B)</i>	30.71	57.92	140.40	0.60	58.49	17.82
Existing Plan Area Emissions Levels						
<i>Total Existing Emissions^(C)</i>	28.64	46.69	132.15	0.40	29.44	9.67
Net Change in Emissions Levels						
Total Net Change	+2.07	+11.23	+8.25	+0.20	+29.05	+8.15
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: See CalEEMod Output in Appendix C.

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. Maximum daily ROG, CO, SOX emissions occur during the summer. Maximum daily NOX emissions occur during the winter. In general, due to rounding, there is no difference between summer and winter PM10 and PM2.5 emissions levels for the purposes of this table.

(B) Totals may not equal due to rounding.

(C) See Table 7-11.

As shown in Table 7-12, the maximum daily operational emissions associated with implementation of the WVSP would not exceed SCAQMD’s regional pollutant thresholds for all pollutants. Therefore, impacts would be less than significant.

The maximum daily operational emissions under buildout of the WVSP are compared against the SCAQMD’s-recommended operational LSTs in Table 7-13. A receptor distance of 25 meters (or 82 feet) was used to conservatively evaluate impacts at sensitive residential receptor locations.

Table 7-13 Comparison of Operational Emissions under WVSP with Localized Significance Thresholds

Emissions	Maximum On-Site Pollutant Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources	6.19	48.34	0.64	0.64
Energy Sources	2.40	1.21	0.19	0.19
Mobile Sources	49.33	90.84	55.71	15.04
Subtotal Emissions ^(A)	57.92	140.40	58.49	17.82
SCAQMD LST Threshold ^(B)	103	612	1	1
Threshold Exceeded?	No	No	Yes	Yes

Source: See CalEEMod Output in Appendix C.

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. In general, due to rounding, there is no difference between summer and winter emissions levels for the purposes of this table.

(B) LST threshold is conservatively based on a 1.0-acre project size and 25-meter (82-foot) receptor distance.

As shown in Table 7-13, the total emissions from on-site operational activities within the WVSP Plan Area would exceed SCAQMD’s recommended LST thresholds for a one-acre project for PM₁₀ and PM_{2.5}. Impacts would be significant.

How Existing Regulations and General Plan Policies Reduce Impacts

Many of the Existing Regulations and General Plan policies listed in Table 19-6 in Chapter 19, Transportation and Circulation, to reduce trips and impacts on transportation and circulation, such as the City’s Trip Reduction and Transportation Demand Management Ordinance, would reduce emissions of criteria pollutants. Table 7-14 contains relevant additional Existing Regulations and General Plan policies that contain measures to reduce emissions of criteria pollutants in both the GPU and WVSP Planning Areas. Column 1 lists each relevant regulation or General Plan goal or policy. Column 2 is a summary of the regulation and the text of the goals or policy. Column 3 answers the question, “How does the goal/policy avoid or reduce the potential impact?” Column 4 identifies the applicable CEQA significance criteria that is addressed by the goal/policy.

Table 7-14 Regulations and Proposed General Plan Policies to Avoid or Reduce Air Quality Impacts			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulation			
Part 11 of Title 24 Building Standards Code (CALGreen Code)	Encourage sustainable construction practices in: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality.	Helps reduce emissions associated with area sources and energy sources.	(a) Conflict with air quality plan; (b & c) Air quality standards; (d) Expose sensitive receptors
General Plan Update – Land Use and Community Design Element			
Policy C-1.1: Complete Streets	Pursue and implement Complete Streets strategies to accommodate all users of different ages and abilities.	Helps reduce mobile emissions.	(a) Conflict with air quality plan; (b & c) Air quality standards; (d) Expose sensitive receptors
Policy LCD-9.1: Conservation	Encourage the use of building design and materials that conserve energy and material resources.	Helps reduce emissions associated with area sources and energy sources.	(a) Conflict with air quality plan; (b & c) Air quality standards; (d) Expose sensitive receptors
Policy LCD-9.2: Green Building Education	Encourage consultation with organizations, neighborhoods, developers, and businesses to offer green building educational programs.	Helps reduce emissions associated with area sources and energy sources.	(a) Conflict with air quality plan; (b & c) Air quality standards; (d) Expose sensitive receptors
Policy LCD-9.6: Vehicle Charging Station	Encourage the implementation of programs that support electric vehicle charging readiness Citywide. Permit the installation of electric vehicle charging stations on private property.	Helps reduce mobile emissions.	(a) Conflict with air quality plan; (b & c) Air quality standards; (d) Expose sensitive receptors
GPU – Conservation, Open Space, and Recreation Element			
Policy COR-5.3: Efficient Design	Encourage energy-efficient design of all new projects (public and private), including appropriate structure orientation and the use of shade trees to maximize cooling and reduce fossil fuel consumption for heating and cooling.	Helps reduce emissions associated with energy sources.	(a) Conflict with air quality plan; (b & c) Air quality standards; (d) Expose sensitive receptors
Policy COR-10.2: Coordination	Assure the City provides updated data to the Southern California Regional Governments to assist in updates to the Sustainable Communities Strategies and Regional Transportation Plan.	Helps ensure consistency with air quality plans.	(a) Conflict with air quality plan

Table 7-14 Regulations and Proposed General Plan Policies to Avoid or Reduce Air Quality Impacts			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy COR-10.5: Green Buildings	Require LEED or similar building efficiency certifications for all new public facilities and buildings, and encourage similar green building certifications for private development projects.	Helps reduce emissions associated with area sources and energy sources.	(a) Conflict with air quality plan; (b & c) Air quality standards; (d) Expose sensitive receptors
Policy COR-10.6: Minimize Air Quality Impacts	Minimize air quality impacts of new development projects on established uses.	Helps reduce emissions of criteria pollutants.	(a) Conflict with air quality plan; (b & c) Air quality standards; (d) Expose sensitive receptors
Policy COR-10.7: Air Quality Goals	Ensure that land use and transportation plans support air quality goals, with new development projects reducing vehicle miles traveled and vehicle trips.	Helps reduce emissions associated with mobile sources.	(a) Conflict with air quality plan; (b & c) Air quality standards; (d) Expose sensitive receptors
Policy COR-10.8: Education Programs	Partner with regional agencies to establish public education programs that provide information on ways to reduce and control emissions and make clean air choices.	Helps reduce emissions of criteria pollutants.	(a) Conflict with air quality plan; (b & c) Air quality standards; (d) Expose sensitive receptors
Policy COR-10.10: Alternative Fuels	Prioritize alternative fuel vehicles for City use. Incorporate alternative fuel charging stations into public and private development projects.	Helps reduce emissions associated with mobile sources.	(a) Conflict with air quality plan; (b & c) Air quality standards; (d) Expose sensitive receptors

Construction associated with buildout of the GPU and WVSP would not generate emissions of criteria pollutants in excess of the SCAQMD's regional or localized significance thresholds. Therefore, construction impacts associated with buildout of both would be less than significant. Emissions of criteria pollutants under operation of the WVSP would not exceed SCAQMD's regional significance thresholds as well.

Operational emissions of PM₁₀, and PM_{2.5} under buildout of the GPU would however, exceed regional thresholds of significance, primarily due to mobile emissions. Operational emissions of PM₁₀ and PM_{2.5} under buildout of the WVSP would also exceed LSTs due to mobile emissions. The net increase in emissions of PM₁₀ and PM_{2.5} resulting from buildout of the GPU and the WVSP would be offset by implementation of existing regulations (such as the City's Trip Reduction and Transportation Demand Management Ordinance) and new policies listed in Table 7-14. In addition, proposed changes to land use designations and Zoning under the GPU and WVSP, as well as proposed new development standards and design guidelines under the WVSP, are designed to increase infill development and transit oriented development as well as the number of High Quality Transit Areas (HQTA) (discussed in Chapter 19), thereby reducing trips. This will also further ensure that PM₁₀ and PM_{2.5} emissions are reduced over time in the City. Calculated emissions do not factor these reductions.

Future projects would be required to analyze project-specific and cumulative impacts as part of the standard environmental review process and apply specific mitigation, if necessary. However, it cannot be determined at this time whether or not feasible mitigation would be available for every potential development project. Therefore, operational impacts associated with buildout of the GPU and the WVSP would be **significant and unavoidable**.

IMPACT AIR-2 CO Hotspots

Based on the Traffic Impact Analyses prepared for the GPU and WVSP (see Appendix E), the maximum number of vehicles moving through any study intersection would be substantially below the screening threshold of 44,000 vehicles per hour for a CO hotspot analysis. Therefore, neither the GPU nor the WVSP would cause or significantly contribute to CO concentrations that exceed State or Federal ambient air quality standards for CO. Impacts would be **less than significant**.

IMPACT AIR-3 Sensitive Receptors and Substantial Pollutant Concentrations

There are no significant sources of TAC emissions within 500 feet of the City boundary or the boundary of the WVSP (e.g., high-traffic freeways and roads, distribution centers, refineries, etc.). However, implementation of the GPU and WVSP would generate long-term emissions, primarily associated with mobile sources that would combust natural gas or gasoline. As shown above, emissions of operations-related PM₁₀ and PM_{2.5} would be above regional thresholds of significance under the GPU and above SCAQMD LSTs under the WVSP.

Therefore, projects under the GPU and WVSP have the potential to generate significant emissions of DPM (a TAC). The SCAQMD recommends that projects that generate or attract vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source Health Risk Assessment (HRA) in accordance with their *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* document. Specific impacts and mitigation would be determined during the review of future individual projects. However, it cannot be determined at this time whether or not feasible mitigation would be available for every potential development project. Therefore, operational impacts associated with buildout of the GPU and the WVSP would be **significant and unavoidable** due to TAC emissions.

IMPACT AIR-4 Odors

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The GPU and WVSP does not include such sources, and there are no such sources located within 500 feet of the GPU and WVSP Planning Areas. While odors do not present a health risk of themselves, they are often considered a nuisance by people who live, work, or otherwise are located near outdoor odor sources. Odor controls are routinely established by cities, on a case-by-case basis, during the development project review/entitlement process, based on the unique characteristics of the specific development proposal. Future potential sources of odors would have to be considered in light of potential impacts to surrounding land uses. Pursuant to existing environmental regulations, projects would be evaluated with regard to potential impacts related to odors. While siting is the primary way to prevent exposure to odors, odors can also be mitigated in similar fashion to air pollutant emissions (i.e., filtering). Impacts related to odors would be less than significant with implementation of existing development review practices.

Potential impacts with respect to exposure to odors would be **less than significant**.

IMPACT AIR-5 Consistency with the SCAQMD AQMP

Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the Project:

- 1) Is consistent with the growth assumptions in the AQMP; and
- 2) Does not increase the frequency or severity of an air quality standards violation, or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the 2016 AQMP. The 2016 AQMP was designed to achieve attainment for all criteria air pollutants within the Basin while still accommodating growth in the region. Projects that are consistent with the AQMP growth assumptions would not interfere with attainment of air quality standards, because this growth is included in the projections used to formulate the AQMP. Usually, the growth assumptions contained in the local General Plan is used as the basis for the growth assumptions in the AQMP; however, the Walnut General Plan was last comprehensively updated in 1978 and the information contained in Chapter 5 of SCAG's 2016 RTP/SCS forms the basis for the land use and transportation components of the SCAQMD 2016 AQMP. Therefore, if the growth under the GPU and WVSP would be consistent with the regional population, housing, and employment forecasts identified by SCAG in the RTP/SCS, plan implementation would be consistent with the AQMP, even if emissions could potentially exceed the SCAQMD's recommended daily emissions thresholds.

Buildout of the Walnut GPU is projected to result in a population that is eight percent greater than what is currently projected in the 2016 RTP/SCS, and emissions estimates indicate that PM₁₀ and PM_{2.5} would exceed significance thresholds under the GPU and WVSP. Therefore, the GPU and WVSP would not be consistent with the 2016 RTP/SCS and the AQMP, and impacts would be **significant and unavoidable**.

7.2.4 Conclusions

Based on the analysis described above, impacts would be less than significant with the exception of operational impacts associated with emissions of PM₁₀ and PM_{2.5} under the GPU and WVSP, which would be **significant and unavoidable**. In addition, the GPU and WVSP

would be inconsistent with the SCAQMD's AQMP and SCAG's 2016 RTP/SCS. Existing regulations and policies and proposed changes under the GPU and WVSP would reduce criteria pollutant emissions under buildout of the GPU and WVSP. Future projects would be required to analyze project-specific and cumulative impacts as part of the standard environmental review process and apply specific mitigation, if necessary. However, it cannot be determined at this time whether or not feasible mitigation would be available for every potential development project. Therefore, operational impacts associated with buildout of the GPU and WVSP would remain **significant and unavoidable**.

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
AB	Assembly Bill
AQ	Air Quality
AQMP	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
BACT	Best Available Control Technology
CA	California
CAA	Clean Air Act
Cal-EPA	California Environmental Protection Agency
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CO	Carbon Monoxide
DPM	Diesel Particulate Matter
F	Fahrenheit
GPU	General Plan Update
GVWR	Gross Vehicle Weight Rating
H ₂ S	Hydrogen Sulfide
HAP	Hazardous Air Pollutants
HQTA	High Quality Transit Area
HRA	Health Risk Assessment
I	Interstate
ITE	Institute of Transportation Engineers
KSF	Thousand Square Feet
lbs	Pounds
LOS	Level of Service
LST	Localized Significance Threshold
m ³	Cubic Meter
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NO	Nitric Oxide
NO ₂	Nitrogen Dioxide
NO _x	Oxides of Nitrogen
O ₃	Ozone
PM	Particulate Matter
ppb	Parts Per Billion
ppm	Parts Per Million
PM	Particulate Matter
PM _{2.5}	Fine Particulate Matter
PM ₁₀	Coarse Particulate Matter
PRC	Public Resources Code
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
SO ₄ ²⁻	Sulfates
SO _x	Oxides of Sulfur
SR	State Route
SRA	Source Receptor Area
TAC	Toxic Air Contaminants
TIA	Traffic Impact Analysis
TMA	Transportation Management Association
U.S.	United States
U.S. EPA	United States Environmental Protection Agency
V.	Version
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compounds
WVSP	West Valley Specific Plan
µg	Micrograms
§	Section
° F	Degrees Fahrenheit

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8. BIOLOGICAL RESOURCES

This EIR Chapter describes the existing biological resources in the Planning Area. The Chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the City of Walnut GPU and WVSP, describes potential impacts that could result from the Plan; discusses environmental regulations, goals, and policies that would avoid or reduce those potential impacts; and Mitigation Measures, where applicable, to ensure that impacts as a result of plan implementation will be less than significant.

8.1 SETTING

This Chapter provides an overall description of the existing biological resources within the City of Walnut General Plan Area (Planning Area). As set forth in CEQA Guidelines Section 15125(a), the following Environmental Setting discussion describes the environmental conditions in the Planning Area. It constitutes the baseline conditions by which the Planning Area has impacts on biological resources are evaluated according to CEQA thresholds of significance. Special emphasis is placed on environmental resources that are rare or unique to the Planning Area and that may be affected by the adoption and implementation of the GPU, WVSP, and implementing Ordinances.

The methods for collecting background information on biological resources are described in more detail in the General Plan ECR on Biological Resources (City of Walnut 2017a). Pursuant to Section 15150 of the CEQA Guidelines, the ECR is incorporated into this Program EIR by reference. The ECR is available on the City's website at:

<http://www.cityofwalnut.org/for-residents/departments/community-development/planning-division/general-plan-update>

The following provides a description of the physical characteristics, vegetation communities and associated wildlife habitats, wildlife movement corridors, sensitive natural communities, special status species, and jurisdictional wetlands and other waters present or potentially present on the Planning Area. A discussion of the regulations that serve to protect these sensitive resources is provided in Section 8.1.2 (Regulatory Framework) below.

8.1.1 Environmental Setting

Physical Features

The City of Walnut encompasses approximately 8.9 square miles of land situated within the eastern portion of Los Angeles County and is located on the San Dimas U.S. Geological Survey (USGS) 7.5-minute quadrangle map. The Planning Area is surrounded by Highway 60 and City of Industry and City of Diamond Bar to the south, the City of West Covina to the west, Interstate 10 and City of San Dimas to the north, and the City of Pomona to the east. The Planning Area is characterized by gently rolling hills in the southern portion and steep, rugged ridgelines to the north, with the highest elevation of 1,375 feet at Buzzard Peak. The lowest elevation in the southern portion of the Planning Area is approximately 500 feet. The region experiences a Mediterranean climate characterized by hot dry summers, and cool, mild winters, with precipitation occurring in the winter months. The Planning Area is within the Climatic Transition Zone from the moister coastal region to the more arid inland regions of southern California.

Vegetation Communities

A majority of the Planning Area supports industrial, commercial, and residential development. However, fragments of undeveloped land exist as isolated ridgelines, hilltops surrounded by residential developments, vacant lots, and recreation corridors along Lemon Creek and Snow Creek. The San Jose Hills (including Buzzard Peak) located in the north to northeastern portion of the Planning Area support the largest contiguous area of open space within City limits.

There are several City parks that are developed for recreational uses, including Creekside Park to the west; Walnut Ranch Park, Country Hollow Park, and Heidelberg Park to the north; Suzanne Park, Snow Creek Park, and Walnut Ridge Park to the east; and Lemon Creek Bicentennial Park to the south.

Historically, natural habitats occupying the lands within the Planning Area included annual and perennial grasslands; Venturan Coastal Sagebrush Scrub; riparian woodlands containing a mix of cottonwoods, willows, and sycamores; California Walnut Woodland; Oak Savannas and woodlands; Seasonal Wetlands; and ephemeral to intermittent streams and creeks. Over the last 200 years, agricultural practices, urbanization, including the development of flood control infrastructure, water supply and other utility systems, has resulted in the loss or alteration of these natural habitats.

Though the Planning Area currently encompasses primarily residential, commercial, and other urban development, remnant patches of plant and wildlife habitat exists in open space areas primarily within the northern portion of the Planning Area. Vacant lots and graded hillside areas contain disturbed Sagebrush Scrub communities, but the majority of the vegetation within the City is composed of landscaped/ornamental vegetation and non-native weedy plant species. City-owned and managed open space areas that contain remnant patches of native vegetation communities, including areas of intact Coastal Sage Scrub, Walnut Forest/Woodland, and Oak Woodland. The rugged steep-sided ridges and sideslopes of San Jose Hills, including Buzzard Peak, support predominantly coastal sage scrub, with coast live oak and California Black Walnut Woodlands in north facing slopes and canyons. Riparian Woodlands intermixed with ornamental plantings are found along the corridors of Lemon Creek and Snow Creek.

Vegetation types in the Planning Area were broken into six general vegetation community types: California Annual Grassland, Venturan Coastal Sage Scrub, Coast Live Oak/Canyon Live Oak Woodland, California Walnut Woodland, Riparian Scrub/Woodland, and Ornamental vegetation. These habitats are described in more detail in the ECR.

Common Wildlife

Wildlife within the urbanized area of the Planning Area is largely limited to species that are adapted to high levels of disturbance associated with the urban environment. Common urban-tolerant birds include American Crow (*Corvus brachyrhynchos*), Black Phoebe (*Sayornis nigricans*), Northern Mockingbird (*Mimus polyglottos*), House Sparrow (*Passer domesticus*), Mourning Dove (*Zenaida macroura*), House Finch (*Carpodacus mexicanus*), the non-native European Starling (*Sturnus vulgaris*) and various other migrant Songbirds, such as Warblers, Vireos, and Grosbeaks. Common small mammals expected to occur in the urban setting include, but are not limited to, Western Gray Squirrel (*Sciurus griseus*), Raccoon (*Procyon lotor*), California Mouse (*Peromyscus californicus*), Virginia opossum (*Didelphis virginiana*), and Botta's Pocket Gopher (*Thomomys bottae*).

Common wildlife species expected to be found in open space areas that support non-native annual grassland, Coastal Scrub, California Walnut Woodland/Forest, and Oak Woodland habitats include small mammals, such as ground squirrel (*Spermophilus beecheyi*), striped skunk (*Mephitis mephitis*), deer mouse (*Peromyscus maniculatus*), California Vole (*Microtus californicus*), black-tailed jackrabbit (*Lepus californicus*), Western Gray Squirrel, Audubon's Cottontail (*Sylvilagus auduboni*), and larger mammals including coyote (*Canis latrans*) and mule deer (*Odocoileus hemionus*).

Common birds that occur in these habitats may include bushtit (*Psaltriparus minimus*), Acorn Woodpecker (*Melanerpes formicivorus*), Ash-throated Flycatcher (*Myiarchus cinerascens*), Western Scrub Jay (*Aphelocoma californica*), Western Meadowlark (*Sturnella neglecta*), California Quail (*Callipepla californica*), Wrentit (*Chamaea fasciata*), and California Towhee (*Melospiza crissalis*). These habitats also provide year-round hunting grounds for many birds of prey, such as Red-Tailed hawk (*Buteo jamaicensis*), Red-Shouldered Hawk (*Buteo lineatus*), and American Kestrel (*Falco sparverius*).

Reptiles, that may also be found in open space areas within the Planning Area, include the Gopher Snake (*Pituophis catenifer*), Western Rattlesnake (*Crotalus viridis*), Western Fence Lizard (*Sceloporus occidentalis*), Side-blotched Lizard (*Uta stansburiana*), Coast Horned Lizard (*Phrynosoma coronatum*), and the Southern Alligator Lizard (*Elgaria multicarinata*).

Amphibian presence is limited to intermittent or perennial water sources including Lemon Creek and Snow Creek corridors, which may support the disturbance-tolerant Sierran Treefrog (*Pseudacris sierra*) (formerly Pacific Treefrog [*Pseudacris regilla*] or Pacific Tree Chorus Frog [*Hyla regilla*]), when they contain water.

Federal and State Protected Waters and Wetlands

Based on the topography of the Planning Area, groundwater and surface waters flow generally towards the south, discharging into the San Jose Diversion Channel. Three unnamed tributaries to the San Jose Creek Diversion Channel are located in the western portion of the Planning Area; they are mainly conveyed via concrete lined channels and an underground stormwater system, flowing toward the southwest, crossing the City of West Covina, and eventually draining into San Jose Creek. Lemon Creek and its tributaries traverse the central portion of the Planning Area and generally flow in a north to south direction along Meadowpass Road, shifting to the southwest along Lemon Avenue and crossing East Valley Boulevard to the south. The headwaters of Lemon Creek originate from groundwater seeps and wetland complexes in the upper canyons of the San Jose Hills, north of Amar Road. Snow Creek, located to the east of Lemon Creek, is also conveyed via open channel along a linear open space corridor that traverses parallel to Grand Avenue from north to south.. This stream drains a riparian complex within the Mt. SAC Wildlife Sanctuary at the intersection of Temple Avenue and Grand Avenue. All major drainage systems in the Planning Area are confluent to the San Jose Creek Diversion Channel to the south of the Planning Area. This concrete flood control channel flows to the southwest and discharges into the San Gabriel River approximately ten miles west of the Planning Area.

Snow Creek and Lemon Creek are situated within linear recreation corridors surrounded by development. These confined riverine systems have been graded, re-aligned, and channelized for flood control purposes and are flanked by walking trails and turf along much of their length. Stream banks have been reinforced with concrete, rip-rap, and gabion in sections and are traversed by multiple vehicle and pedestrian bridges. Surface water is conveyed through sections of open concrete channels, culverts, and other flood control structures. Both creeks

have a nearly perennial hydrologic regime, as they convey runoff from landscape irrigation during summer months. A restoration project was conducted in 2006 along 3.5 acres of Lemon Creek within Lemon Creek Bicentennial Park in order to enhance habitat functions and values and to offset permanent impacts attributed to various development projects within the Planning Area. Due to the overall low habitat quality of these urban streams, there are numerous opportunities for additional stream restoration projects along segments of Snow Creek and Lemon Creek to improve water quality, increase native plant cover, and enhance nesting and foraging habitat for wildlife.

Lemon Creek and Snow Creek and their tributaries support freshwater forested/shrub, riverine, riparian, freshwater pond, and freshwater emergent wetlands (USFWS 2017a). Seasonal wetlands not mapped by the National Wetlands Inventory (NWI) may also be present throughout the Planning Area in the form of depressions, seeps, and swales. These features are typically dry during the summer, and support wetland-adapted plants, such as annual broad-leaf plants, rushes, and sedges. All wetland and water features have the potential to be regulated as Waters of the U.S. by U.S. Army Corps of Engineers (USACE) and Waters of the State by Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW) (see Section 8.1.2 Regulatory Setting, below).

Sensitive Plant Communities

CDFW and the California Native Plant Society (CNPS) have identified several native plant communities that are rare and unique to California. While they have no legal, protective status, impacts to these plant communities may be considered “significant” under CEQA. Sensitive plant communities identified in the northern portion of the Planning Area by CDFW include California Walnut Woodland (CDFW 2017a).

Special Status Species

Animal species that are listed as endangered or threatened under the Federal Endangered Species Act (FESA) or California Endangered Species Act (CESA), or animal species that are proposed or candidates for listing as endangered or threatened, are protected by Law and are considered “Special Status Species.” Animal species which may not be listed as endangered, threatened, candidate, or proposed species under FESA or CESA, or may be considered sensitive or species of special concern (SSC) by CDFW, are also considered “Special Status Species.” Migratory birds are also protected under the Federal Migratory Bird Treaty Act (MBTA), which prohibits killing any migratory bird or disturbing or destroying an active nest of a native migratory bird. Nesting birds are also protected under California Fish and Game Code (CFG) § 3503, 3503.5, and 3512, which prohibit the take of active bird nests; this list contains hundreds of birds many of which are considered common or even nuisances or non-native species.

Based upon a review of the California Natural Diversity Data Base (CNDDDB) (CDFW 2017b) and the U.S. Fish and Wildlife Service’s (USFWS) Quadrangle Species Lists (USFWS 2017b), there are 16 bird, 11 mammal, 6 reptile, 3 amphibian, and 3 invertebrate species of special status that are known or have potential to occur in the Planning Area vicinity (surrounding eight USGS quadrangles). Habitat requirements for these wildlife species along with their likelihood to occur are summarized in the ECR. Several animal species, including all invertebrate species, that came up during the database searches of the Planning Area and surrounding vicinity were eliminated from further consideration for various reasons, including lack of regional legal status, absence of habitat requirements for the species, regional extirpation of the species, the distance to known extant occurrences, and/or the site being located outside of the species’ documented

distribution and/or elevation range. Special status species with documented occurrences within the Planning Area are discussed in more detail below.

According to CNDDDB, six occurrences of where the Federally designated Coastal California Gnatcatcher (*Polioptila californica californica*) were threatened have been observed from 2003 to 2008 and USFWS-designated critical habitat is present on the south-facing slopes of the San Jose Hills within the Planning Area. Two occurrences are located in the western portion of the San Jose Hills north of Amar Road, three are to the south of Amar Road and west of Grand Avenue, and one is in Forest Lawn Memorial Park in the northeast portion of the Planning Area. Additional occurrences were documented in the *Mt. San Antonio 2015 Facilities Master Plan Update Biological Technical Report* (Helix 2016). One breeding pair was observed on May 30, 2012 on the southeast part of the Mt. San Antonio College (Mt. SAC) hill southeast of the Mt. SAC wildlife sanctuary. One male was observed on June 15, 2012 on the west side of the Hill. Protocol surveys conducted in 2015 on the west side of Grand Avenue also documented Coastal California Gnatcatchers.

One occurrence of Federal and State threatened Least Bell's Vireo (*Vireo bellii pusillus*) was observed in 2007 (CDFW 2017b) adjacent to Lemon Creek and Meadowpass Road, just south of the intersection at Amar Road. According to the occurrence record, this species was observed in a mosaic of habitats, including California Walnut Woodland, Coastal Sage Scrub, disturbed Coastal Sage Scrub, Southern Willow Scrub, Mulefat Scrub, disturbed habitat, ornamental vegetation, and developed areas (CDFW 2017b). This species has likely been extirpated from the area due to increasing nearby urban development and diminishing size of riparian habitat preferred by Least Bell's Vireo.

Coastal Whiptail (*Aspidoscelis tigris stejnegeri*), a CDFW Species of Special Concern, was observed in Coastal Sage Scrub and annual non-native grassland habitat during May and June 2000 at Forest Lawn Memorial Park, just west of Cal Poly Pomona, 1.5 miles west of the interchange of Interstate Highway 10 and Highways 71 and 57.

The vegetation communities within the Planning Area also support suitable nesting habitat for common and special status bird species with baseline protections under MBTA and CFGC. Specifically, planted shrubs and trees within landscaped portions of the Planning Area may provide suitable nesting habitats for common bird species that are adapted to ambient noise levels associated with existing development. In addition, a variety of raptor and passerine species have the potential to nest in shrubs and trees in adjacent open space areas. Special status bats may also utilize these trees for roosting, as well as uninhabited buildings within City limits.

Special Status Plants.

Based on a review of available databases and literature it was determined that 28 special status plant species have been documented from habitats know to occur in the vicinity of the Planning Area, including oak woodland, grassland, chaparral, coastal sage scrub, riparian woodland and scrub, and stream habitats (CDFW 2017a and CNPS 2017). These special status plant species, including the plant species' habitat requirements, are discussed in more detail in the ECR. Species known from habitats that do not occur in the Walnut Planning Area (e.g., Subalpine Forest, Alkali Playa, Salt Marsh, Pinyon and Juniper Woodlands, and Coastal Dunes and Sea Bluffs) were not included on the list of potentially present special status plant species and were excluded from further consideration.

Two special status plant species have been documented by CNDDDB within City limits: Plummer's Mariposa-lily (*Calochortus plummerae*) and intermediate Mariposa-lily (*Calochortus weedii* var. *intermedius*). Plummer's Mariposa-lily was mapped in 2000 within Coastal Sage Scrub, annual non-native grassland, Southern Sycamore, Coastal Live Oak, and Walnut Woodlands, Southern Coast Live Oak Riparian Forest, and Mulefat Scrub in the San Jose Hills along southwest edge of Forest Lawn Memorial Park (CDFW 2017b). Plummer's Mariposa-lily has a CNPS Rare Plant Rank of 4.2, meaning that it is currently on a watch list and considered to be fairly endangered in California (20-80% occurrences threatened). Intermediate mariposa-lily was mapped in 2008 on an open slope in weedy Coastal Sagebrush Scrub with rocky soils in the San Jose Hills at California Polytechnic University, Pomona along the border between Pomona and Walnut (CDFW 2017b). Intermediate mariposa-lily has a CNPS Rare Plant Rank of 1B.2, meaning it is rare, threatened, or endangered in California and elsewhere (20-80% State occurrences threatened).

Wildlife Corridors

Wildlife corridors refer to linkages between habitat areas that allow for movement of resident and migratory species and facilitate genetic interchange between populations. Corridors can consist of a sequence of stepping-stones across the landscape (i.e. discontinuous areas of habitat, such as isolated wetlands and roadside vegetation), linear strips of vegetation and habitat (such as riparian corridors and ridge lines), or they may be parts of larger habitat areas selected for their known or likely importance to local wildlife. Wildlife corridors or movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. A wildlife corridor may also provide avenues along which wildlife populations can move to more favorable locations in response to environmental changes and natural disasters and re-colonize habitats from which populations have been locally extirpated. Wildlife corridors play an important role in countering habitat fragmentation. Maintaining the continuity of established wildlife corridors is important to preserve a species' distribution potential and retain diversity among many wildlife populations. Wildlife movement corridors are considered an important ecological resource by various agencies (e.g., CDFW and USFWS) (Spencer *et al* 2010).

The Los Angeles County GPU EIR (LA County 2015), identified a designated Significant Ecological Areas (SEA) in East San Gabriel Valley (SEA #6), located inside the north and northeastern boundary of the Planning Area. The SEA encompasses portions of undeveloped ridgelines, hilltops, canyons, and drainages that facilitate movement and genetic exchange between larger habitat areas encompassed by the San Gabriel Mountains to the north and the Puente Hills to the south. Within the Planning Area, the SEA includes a portion of Walnut Creek Park to the north and Buzzard Peak and undeveloped hillsides to the northwest. This SEA supports several ridgelines and hilltops and a major drainage site at the eastern end of the San Jose Hills, which have been surrounded by urban development over the past four decades.

SEA #6 supports a suite of habitats and special status plant and animal species. Vegetation communities within the portion of the SEA that occurs in the Planning Area include Oak Riparian Woodland, Oak Riparian Forest, Walnut Woodland, Riparian Scrub, Chaparral, Coastal Sage Scrub, and non-native Grassland. Sensitive species that occur or have the potential to occur within the SEA include, but are not limited to, Nevin's Barberry, thread-leaved Brodiaea, Plummer's Mariposa-lily, intermediate Mariposa-lily, San Diego Coast Horned Lizard, Golden Eagle, Coastal California Gnatcatcher, and Least Bell's Vireo. Critical habitat for the Coastal California Gnatcatcher occurs within the northern portion of the SEA, and includes the northern boundary of the Planning Area in the San Jose Hills.

The campus of Mt. SAC contains a protected and cultivated wildlife sanctuary that “supports a natural stream and pond, which has become a home and visitation spot for many bird species” (City of Walnut 2017a). These areas combined comprise the vast majority of open space and highest habitat quality in and directly adjacent to the Planning Area in its northeast section.

8.1.2 Regulatory Setting

The following discussion identifies Federal, State, and local environmental regulations that serve to protect sensitive biological resources.

Federal

Federal Endangered Species Act.

The Federal Endangered Species Act (FESA) of 1973, as amended, provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under the FESA. The FESA has the following four major components:

- Provisions for listing species
- Requirements for consultation with the USFWS and the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service (“NOAA Fisheries Service”)
- Prohibitions against “taking” (meaning harassing, harming, hunting, shooting, wounding, killing, trapping, capturing, or collecting, or attempting to engage in any such conduct) of listed species
- Provisions for permits that allow incidental “take.”

The FESA also discusses recovery plans and the designation of critical habitat for listed species. Critical habitat is defined in Section 3(5)(A) of the ESA as:

“(i) the specific areas within the geographical area occupied by the species on which are found those physical or biological features: (I) essential to the conservation of the species, (II) which may require special management considerations or protection; and (ii) specific areas outside the geographical area occupied by the species upon a determination by the Secretary of Commerce or the Secretary of the Interior (Secretary) that such areas are essential for the conservation of the species.”

Both the USFWS and the NOAA Fisheries Service share the responsibility for administration of the FESA. During the CEQA review process, each agency is given the opportunity to comment on the potential of the proposed Project to affect plants and animals listed, proposed for listing, or candidate for listing.

The Migratory Bird Treaty Act.

The Federal Migratory Bird Treaty Act (“MBTA”) (16 U.S.C. § 703 et seq.), Title 50 Code of Federal Regulations (“CFR”) Part 10, prohibits taking, killing, possessing, transporting, and importing of native migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the act, the term “take” is defined as meaning, “to pursue, hunt, capture, collect, kill or attempt to pursue, hunt,

shoot, capture, collect or kill, unless the context otherwise requires.” With a few exceptions, most birds are considered migratory under the MBTA. Disturbance or impacts that causes nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the MBTA.

Bald and Golden Eagle Protection Act.

The Bald and Golden Eagle Protection Act that was first passed in 1940 regulates take, possession, sale, purchase, barter, transport, import and export of any bald or golden eagle or their parts (e.g., nests, eggs, young) unless allowed by permit (16 U.S.C. § 668(a); 50 CFR 22). Take was broadly defined to include shoot, wound, kill, capture, collect, molest, or disturb. In the 1972 amendments, penalties for violations were raised to a maximum fine of \$250,000 for an individual or a maximum of two years in prison for a felony conviction, with a doubling for organizations instead of individuals.

Clean Water Act Sections 404 and 401.

The U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under Section 404 of the Clean Water Act (CWA) (33 U.S.C. § 1344). Waters of the United States are defined in Title 33 CFR Part 328.3(a) and include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds. The lateral limits of jurisdiction in those waters may be divided into three categories – territorial seas, tidal waters, and non-tidal waters – and is determined depending on which type of waters is present (Title 33 CFR Part 328.4[a], [b], [c]). Activities in waters of the United States regulated under Section 404 include fill for development, water resource projects (e.g., dams and levees), infrastructure developments (e.g., highways, rail lines, and airports) and mining projects. Section 404 of the CWA requires a Federal permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

Section 401 of the CWA (33 U.S.C. § 1341) requires an applicant for a Federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a water quality certification from the State in which the discharge originates. The discharge is required to comply with the applicable water quality standards. A certification obtained for the construction of any facility must also pertain to the subsequent operation of the facility. The responsibility for the protection of water quality in California rests with the State Water Resources Control Board (State Water Board) and its nine Regional Water Quality Control Boards (Water Boards).

State

California Endangered Species Act.

The State of California enacted similar laws to the FESA, the California Native Plant Protection Act (“NPPA”) in 1977 and the California Endangered Species Act (“CESA”) in 1984. The CESA expanded upon the original NPPA and enhanced legal protection for plants, but the NPPA remains part of the California Fish and Game Code. To align with the FESA, CESA created the categories of “threatened” and “endangered” species. It converted all “rare” animals in the CESA as threatened species, but did not do so for rare plants. Thus, these laws provide the

legal framework for protection of California-listed rare, threatened, and endangered plant and animal species. The CDFW implements NPPA and CESA, and its Wildlife and Habitat Data Analysis Branch maintains the CNDDDB, a computerized inventory of information on the general location and status of California's rarest plants, animals, and natural communities. During the CEQA review process, the CDFW is given the opportunity to comment on the potential of the proposed Project to affect listed plants and animals.

Fully Protected Species and Species of Special Concern.

The classification of "fully protected" was the CDFW's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibian and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The Fish and Game Code sections (fish at §5515, amphibian and reptiles at §5050, birds at §3511, and mammals at §4700) dealing with "fully protected" species states that these species "...may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species," (California Fish and Game Commission 1998) although "take" may be authorized for necessary scientific research. This language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of these species. In 2003, the code sections dealing with fully protected species were amended to allow the CDFW to authorize a "take" resulting from recovery activities for State-listed species.

Species of special concern are broadly defined as animals not listed under the FESA or CESA, but which are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or historically occurred low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by the CDFW, land managers, consulting biologist(s), and others, and is intended to focus attention on the species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. The designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under CEQA during the project review.

California Fish and Game Code Sections 3503 and 3513.

According to Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English Sparrow [*Passer domesticus*] and European Starling [*Sturnus vulgaris*]). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "take" by the CDFW.

Porter-Cologne Water Quality Control Act.

Waters of the State are defined by the Porter-Cologne Act as "any surface water or groundwater, including saline waters, within the boundaries of the State." The State Water Board protects all waters in its regulatory scope, but has special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs, such as Section 404 of the CWA. Waters of

the State are regulated by the Water Boards under the State Water Quality Certification Program, which regulates discharges of dredged and fill material under Section 401 of the CWA and the Porter-Cologne Water Quality Control Act. Projects that require a USACE permit, or fall under other Federal jurisdiction, and have the potential to impact Waters of the State are required to comply with the terms of the Water Quality Certification Program. If a proposed project does not require a Federal license or permit, but does involve activities that may result in a discharge of harmful substances to Waters of the State, the Water Boards have the option to regulate such activities under its State authority in the form of Waste Discharge Requirements or Certification of Waste Discharge Requirements.

California Fish and Game Code Section 1600-1616.

Streams, lakes, and riparian vegetation, as habitat for fish and other wildlife species, are subject to jurisdiction by the CDFW under Sections 1600-1616 of the CFGC. Any activity that will do one or more of the following:

- Substantially obstruct or divert the natural flow of a river, stream, or lake.
- Substantially change or use any material from the bed, channel, or bank of a river, stream, or lake.
- Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake generally requires a 1602 Lake and Streambed Alteration Agreement.

The term “stream”, which includes creeks and rivers, is defined in the California Code of Regulations (“CCR”) as follows:

“a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation” (14 CCR 1.72).

In addition, the term “stream” can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife (CDFG 1994). Riparian is defined as “on, or pertaining to, the banks of a stream”; therefore, riparian vegetation is defined as, “vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself” (CDFG 1994). Removal of riparian vegetation also requires a Section 1602 Lake and Streambed Alteration Agreement from the CDFW.

CDFW Sensitive Vegetation Communities.

Sensitive vegetation communities are natural communities and habitats that are either unique in constituent components, of relatively limited distribution in the region, or of particularly high wildlife value. These communities may or may not necessarily contain Special Status Species. Sensitive natural communities are usually identified in local or regional plans, policies or regulations, or by the CDFW (i.e., CNDDDB) or the USFWS. The CNDDDB identifies a number of natural communities as “rare”, which are given the highest inventory priority (Holland 1986; CDFW 2010). Impacts to sensitive natural communities and habitats must be considered and evaluated under the CEQA.

Other Sensitive Species

California Native Plant Society.

Plant species which may not be listed as endangered, threatened, candidate, or proposed species under FESA or CESA, but are still considered rare, are generally assigned a rarity code by the CNPS. The CNPS is a private plant conservation organization dedicated to the monitoring and protection of sensitive species in California. CNPS has compiled an inventory comprised of the information focusing on the geographic distribution and qualitative characterization of Rare, Threatened, or Endangered vascular plant species of California. Under CEQA, impacts analyses are mandatory for List 1 and 2 species, but not for all List 3 and 4 species as some do not meet the definitions of the Federal Native Plant Protection Act or the California Endangered Species Act; however, List 3 and 4 impacts to these species are generally considered in most CEQA analyses and are recommended by CNPS. The Inventory assigns plants to the following categories:

- Rank 1A: Presumed extinct in California;
- Rank 1B: Rare, threatened, or endangered in California and elsewhere;
- Rank 2: Rare, threatened, or endangered in California, but more common elsewhere;
- Rank 3: Plants for which more information is needed – A review list; and
- Rank 4: Plants of limited distribution – A watch list.

Additional endangerment codes are assigned to each taxon as follows:

- **1:** Seriously endangered in California (over 80% of occurrences threatened/high degree of immediacy of threat).
- **2:** Fairly endangered in California (20-80% occurrences threatened).
- **3:** Not very endangered in California (<20% of occurrences threatened or no current threats known).

Plants that are Rank 1A, 1B, and 2 of the CNPS Inventory consist of plants that may qualify for formal listing, and the CDFW, as well as other State agencies (e.g., California Department of Forestry and Fire Protection). As part of the CEQA process, such species should be fully considered, as they meet the definition of threatened or endangered under the NPPA and Sections 2062 and 2067 of the CFGC. California Rare Plant Rank 3 and 4 species are considered to be plants about which more information is needed or are uncommon enough that their status should be regularly monitored. Such plants may be eligible or may become eligible for State listing, and CNPS and CDFW recommend that these species be evaluated for consideration during the preparation of CEQA documents (CNPS 2017).

CDFW California Natural Diversity Database.

CDFW maintains the California Natural Diversity Database (CNDDDB), which is a program that inventories the status and locations of rare plants and animals in California. Each rare species or plant community is assigned an “element ranking” in the CNDDDB which quantifies and

qualifies the rarity of each species/community within its global and State range. The CNDDDB gives five categories of rarity for each species' global and State range; these are summarized in the ECR. All Federal and State listed species are assigned a ranking; however, even non-listed species (such as Species of Concern, Special Animals, or plants on the CNPS list) are assigned an element ranking by CDFW for the CNDDDB. Impacts to species which are assigned an element ranking in the CNDDDB are considered under CEQA.

Local

County of Los Angeles Significant Ecological Areas.

The County of Los Angeles (County) maintains an inventory of undeveloped lands designated as Significant Ecological Areas (SEAs). SEAs are defined as ecologically important land and water systems that support valuable habitat for plants and animals, and are often integral to the preservation of rare, threatened, or endangered species and the conservation of biological diversity in the County (LA County 2015).

8.2 ENVIRONMENTAL EFFECTS

The following discussion provides a summary of biological resource impacts which could result from implementation of the proposed GPU and WVSP. The following discussion describes the potential effects of future development within the City of Walnut and, where necessary, provides general impact avoidance and Mitigation Measures appropriate for a program level analysis. Depending upon the nature and location of individual future projects within the Planning Area, information contained in this EIR regarding the potential occurrence of sensitive biological resources will need to be updated and evaluated during project-level environmental review.

8.2.1 Significance Criteria

Based on the CEQA Guidelines¹, implementation of the City of Walnut General Plan would have a significant impact on biological resources if it would:

- (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 California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- (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 California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- (c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- (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;

¹ CEQA Guidelines, Appendix G, Issue IV (a) through (f).

- (e) Conflict with any local policies or Ordinances protecting biological resources, such as a tree preservation policy or Ordinance; or
- (f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

8.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts on biological resources followed this basic sequence:

- (1) The General Plan ECR was evaluated to identify existing environmental conditions and problems related to biological resources, including the regulatory framework that applies to these issues.
- (2) The CEQA Statute and Guidelines, including Appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 8.2.1 above.
- (3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR, Chapter 3, Project Description), was analyzed to identify goals, policies, implementation programs (“policies” for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental effects.
- (4) For potential environmental impacts that would result from the GPU and WVSP, Mitigation Measures are provided to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

8.2.3 Environmental Impacts

Potential Impacts of Future Development under the GPU and WVSP

The majority of potential future development within the Planning Area under the GPU and WVSP would consist of infill and urban expansion of developed areas, which do not support a wide diversity of biological resources. Though the majority of the Planning Area currently encompasses residential, commercial, industrial, and other urban development, sensitive habitats including creeks and wetlands and areas of intact plant and animal habitat still exist. Potential impacts to these resources, and where necessary, associated Mitigation Measures to offset these impacts, are discussed below.

How Existing Regulations and General Plan Policies Reduce Impacts

Table 8-2 contains relevant Existing Regulations and General Plan Policies that pertain to biological resources that may be affected within the Planning Area. Column 1 lists each relevant regulation or General Plan goal or policy pertaining to the City’s conservation, open space, and recreation resources. Column 2 is a summary of the regulation and the text of the goals or policy. Column 3 answers the question, “How does the goal/policy avoid or reduce the potential impact?” Column 4 identifies the applicable CEQA significance criteria that is addressed by the goal/policy.

Table 8-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Biological Resources			
Regulation/Policy	Regulation/Policy Description	How Does it Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulation			
Federal Endangered Species Act	The Federal Endangered Species Act of (FESA) protects plants and wildlife that are listed by the USFWS and the National Marine Fisheries Service (NOAA Fisheries Service) as endangered or threatened.	Ensures that Federally listed plants and wildlife are protected from development.	(a) Special status species
Migratory Bird Treaty Act	The Migratory Bird Treaty Act (MBTA) protects native migratory birds, any of their parts, eggs, and nests from a variety of activities, such as hunting, pursuing, capturing, killing, selling, and shipping.	Ensures that birds listed under the MBTA are protected from development.	(a) Special status species
Federal Clean Water Act	The purpose of the Clean Water Act (CWA) is to restore and maintain the chemical, physical, and biological integrity of the nation's waters, which include rivers, streams, estuaries, the territorial seas, ponds, lakes and wetlands. Wetlands are defined as those areas "that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3 7b).	Helps ensure that wetland habitats are protected from development.	(b) Riparian or sensitive habitat; (c) Protected wetlands
California Endangered Species Act	The California Endangered Species Act of 1970 (CESA) generally parallels the main provisions of the Federal ESA, but unlike its Federal counterpart, the CESA applies the take prohibitions to species proposed for listing (called "candidates" by the State).	Ensures that State-listed plants and wildlife are protected from development.	(a) Special status species
California Fish and Game Code for Fully Protected Species	The State of California first began to designate species as "Fully Protected" prior to the creation of the CESA and the FESA. Lists of fully protected species were initially developed to provide protection to those animals that were rare or faced possible extinction, and included fish, mammals, amphibians, reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered under the CESA and/or FESA.	Ensures that State fully protected species are protected from development.	(a) Special status species

Table 8-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Biological Resources			
Regulation/Policy	Regulation/Policy Description	How Does it Avoid or Reduce Impact?	Applicable Significance Criteria
California Fish and Game Code for California Fish and Wildlife Migratory Bird Protection	Sections 3503, 3503.5, and 3800 of the California Fish and Game Code prohibit the “take, possession, or destruction of birds, their nests or eggs.” Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered a “take.” Such a take would violate the Migratory Bird Treaty Act. The act is implemented as part of the review process for any required State agency authorization, agreement, or permit.	Ensures that birds listed under the MBTA are protected from development.	(a) Special status species
Native Plant Protection Act	The Native Plant Protection Act (NPPA) of 1977 was created with the intent to “preserve, protect and enhance rare and endangered plants in this State.” The NPPA is administered by the CDFW. The Fish and Game Commission has the authority to designate native plants as “endangered” or “rare” and to protect endangered and rare plants from take. The CESA provides further protection for rare and endangered plant species, but the NPPA remains part of the Fish and Game Code.	Helps ensure that native plants are considered and protected/managed as part of environmental review.	(a) Special status species
California Fish and Game Code for Streambed Alteration Agreements	Section 1602 of the California Fish and Game Code requires that a Streambed Alteration Application be submitted to the CDFW for “any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake.”	Ensures that impacts associated with activities proposed to take place in water, rivers, streams, or creeks will be minimized and fully mitigated.	(b) Riparian or sensitive habitat; (c) Protected wetlands
Porter-Cologne Water Quality Control Act	The Porter-Cologne Water Quality Control Act (Porter-Cologne) imposes stringent controls on any discharges into the “waters of the State” (California Water Code § 13000, et seq.). Waters of the State are defined as any surface water or groundwater, including saline waters, within the boundaries of the State (California Water Code § 13050[e]).	Helps ensure that wetland habitats are acquired and restored.	(b) Riparian or sensitive habitat; (c) Protected wetlands
GPU - Conservation, Open Space, and Recreation Element			
GOAL COR-1	Open spaces that are protected and managed for current and future generations to enjoy.	Maintains current habitat and corridors for sensitive plant and wildlife species dispersal.	(b) Riparian or sensitive habitat; (c) Protected wetlands; (d) Wildlife corridors

Table 8-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Biological Resources			
Regulation/Policy	Regulation/Policy Description	How Does it Avoid or Reduce Impact?	Applicable Significance Criteria
Policy COR-1.1: Open Space Resources	Preserve and protect natural habitats, creeks, hillside areas for use by wildlife, for education, and for residents' passive enjoyment. Consider acquiring vacant parcels that can contribute to the network of open space for these purposes.	Maintains current habitat and corridors for sensitive plant and wildlife species dispersal; potentially creates space for further dispersal and habitat.	(a) Special status species; (b) Riparian or sensitive habitat; (c) Protected wetlands; (d) Wildlife corridors
Policy COR-1.2: Community Identity	Use open spaces and parks to maintain Walnut's visual character and identity.	See comment for GOAL COR-1.	(a) Special status species; (b) Riparian or sensitive habitat; (c) Protected wetlands; (d) Wildlife corridors
Policy COR-1.3: Enhanced Plantings	Add beneficial and strategic plantings in open space areas and hillsides to help maintain slopes, enhance habitat value, and improve community aesthetics. This should include planting on private slopes using easements whenever possible.	See comment for GOAL COR-1.	(a) Special status species; (b) Riparian or sensitive habitat; (c) Protected wetlands; (d) Wildlife corridors
GOAL COR-2	Preserve intact natural habitats and protected open spaces that support wildlife.	Ensures that existing and habitats will be protected, enhanced, and/or restored for use by special status wildlife species.	(a) Special status species; (b) Riparian or sensitive habitat; (c) Protected wetlands; (d) Wildlife corridors
Policy COR-2.1: Compatible Activities	Limit recreation in natural areas to activities compatible and appropriate with preserving natural vegetation, such as hiking and limited horseback riding.	Protects sensitive and/or native vegetation communities.	(b) Riparian or sensitive habitat; (c) Protected wetlands; (d) Wildlife corridors

Table 8-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Biological Resources			
Regulation/Policy	Regulation/Policy Description	How Does it Avoid or Reduce Impact?	Applicable Significance Criteria
Policy COR-2.2: Habitat	Protect and enhance natural habitat areas that are vital for wildlife..	See comment for GOAL COR-2.	(a) Special status species; (b) Riparian or sensitive habitat; (c) Protected wetlands
Policy COR-2.3: Open Space Linkages	Provide additional linkages between open space in order to accommodate wildlife movement.	See comment for Policy COR-1.1: Open Space Resources.	(d) Wildlife corridors
Policy COR-2.4: Preservation	Require identification on all new project site plans of sensitive areas that may be candidates for preservation.	See comment for GOAL COR-2.	(a) Special status species; (b) Riparian or sensitive habitat; (c) Protected wetlands; (d) Wildlife corridors
Policy COR-2.5: Ecological Reserve and Sanctuary	Work closely with Mt. SAC and Cal Poly Pomona to preserve, enhance, and promote the Mt. SAC Wildlife Sanctuary and the Voorhis Ecological Reserve.	See comment for GOAL COR-2.	(a) Special status species; (b) Riparian or sensitive habitat; (c) Protected wetlands; (d) Wildlife corridors
Policy COR-2.6: Fencing	Confine fencing on hillside property to the area around a building rather than around an entire site to allow for the migration of wild animals.	See comment for GOAL COR-1.	(d) Wildlife corridors
GOAL COR-3	Preserved and rehabilitated riparian areas and creeks	See comment for GOAL COR-2.	(b) Riparian or sensitive habitat; (c) Protected wetlands; (d) Wildlife corridors

Table 8-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Biological Resources			
Regulation/Policy	Regulation/Policy Description	How Does it Avoid or Reduce Impact?	Applicable Significance Criteria
Policy COR-3.1: Preserve and Enhance	Preserve and enhance existing waterways and natural riparian areas to achieve natural states that support wildlife and that provide flood control and groundwater recharge functions.	Ensures that existing and future sensitive aquatic habitats will be protected, enhanced, and/or restored for use by sensitive and native wildlife species.	(a) Special status species; (b) Riparian or sensitive habitat; (c) Protected wetlands; (d) Wildlife corridors
Policy COR-3.2: Green Improvements	Consult with the Los Angeles County Flood Control District to explore storm water and green infrastructure improvements, such as along Pierre Road, to remove pollutants from storm water runoff before it enters San Jose Creek.	See comment for Policy COR-3.1: Preserve and Enhance.	(b) Riparian or sensitive habitat; (c) Protected wetlands
Policy COR-3.3: Natural Vegetation	When development is proposed near natural vegetation, encourage the landscaping to be consistent with the palette of vegetation found in the natural vegetation.	Protects native vegetation communities from invasive or harmful species and potentially expands existing native plant communities.	(b) Riparian or sensitive habitat
Policy COR-3.4: Minimize Turf	Minimize and discourage use of lawns and turf on hillsides.	Avoids adverse impacts to sensitive species and habitats via pollutants in runoff.	(a) Special status species (b) Riparian or sensitive habitat (c) Protected wetlands
Policy COR-3.5: Creek Cleanup	Encourage volunteer organizations to help clean creek beds to reduce pollution and help return waterways to their natural state.	See comment for GOAL COR-2.	(e) Policies or Ordinances
Policy COR-3.6: Education for Property Owners	Provide educational materials to property owners whose properties include creeks to show them the benefits of creek restoration and proper management practices consistent with City and applicable public agency(s) regulations.	See comment for GOAL COR-2.	(e) Policies or Ordinances
Policy COR-3.7: Habitat Restoration	Work with nonprofit groups and pursue grant funding to help restore and rehabilitate degraded natural habitat and implement conservation measures that protect local ecosystems.	See comment for GOAL COR-2.	(e) Policies or Ordinances
GOAL COR-4	A healthy and vibrant community forest.	See comment for Policy COR-1.1: Open Space Resources.	(e) Policies or Ordinances
Policy COR-4.1: Incentives	Provide incentives and adopt policies to encourage a healthy and abundant tree canopy Citywide.	See comment for Policy COR-1.1: Open Space Resources.	(e) Policies or Ordinances

Table 8-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Biological Resources			
Regulation/Policy	Regulation/Policy Description	How Does it Avoid or Reduce Impact?	Applicable Significance Criteria
Policy COR-4.2: Planting Program	Prioritize the planting of street trees in new development projects, and ensure that any dying or diseased tree within a public right-of-way is quickly replaced with healthy and appropriate specimens.	Protects existing tree communities from injury or mortality from pathogens.	(e) Policies or Ordinances
Policy COR-4.3: Private Tree Preservation	Implement effective programs that provide protection for mature trees on private properties.	Protects reproductive success of native tree species as well as habitat for nesting birds and/or roosting bats.	(a) Special status species; (e) Policies and Ordinances
Policy COR-4.4: California Black Walnut/Oak Trees	Encourage the preservation, maintenance, and protection of California Black Walnut/Oak Trees, as well as other important native tree species Citywide.	See comment for Policy COR-4.3: Private Tree Preservation.	(b) Riparian or sensitive habitat; (e) Policies or Ordinances

Impact BIO-1 Adverse Effects to Special Status Plant and Wildlife Species

Potential adverse effects to habitat for several special status species may occur as a result of future development projects through implementation of the GPU. Specifically, as indicated in Section 8.1.1 (Environmental Setting), special status wildlife species that have the potential to occur within the Planning Area include Coastal California Gnatcatcher, Least Bell's Vireo, Coastal Whiptail, and Special Status Plant Species such as Plummer's Mariposa-lily and Intermediate Mariposa-lily. In addition, buildout under the GPU as well as the WVSP may result in future development and public infrastructure improvement projects on lands that may contain trees, shrubs, and other potentially suitable nesting and roosting habitat for migratory and/or non-status nesting birds protected by MBTA and CFGC, in addition to potential habitat for special status bat species. All development under the GPU and WVSP would be subject to the provisions of Federal and State natural resources regulations listed previously in Section 8.2 and in Table 8-1, and their respective permitting process(es). Additionally, the proposed GPU contains Policies which are designed to ensure the identification and protection of sensitive species and their habitats within the Planning Area. Therefore, compliance with Federal, State and local regulations and proposed GPU Policies, in addition to the implementation project-level Mitigation Measures BIO-1A, BIO-1B, and BIO-1C, impacts to special status plant and wildlife species will be less than significant.

Mitigation Measure BIO-1A: Special Status Wildlife and Plant Species Protection.

As part of the permit review process for buildout of the GPU and WVSP, surveys for sensitive plant or animal species as required by Federal, State, and local regulations would be undertaken when suitable habitat for such species is present to minimize potential adverse impacts to these species. Any projects that are proposed under the GPU and WVSP and include applicable implementing Ordinances that are undertaken in areas containing sensitive plant and animal species would be required to coordinate project design and implementation with Federal, State, and local agencies in order to minimize adverse effects to special status species. Project permitting and approval would require compliance with FESA and CESA for any plant or animal species listed, or a candidate for listing as Federal or State endangered or threatened. If a Federal Agency is involved with a proposed action or project that may adversely impact a Federally listed species, the agency must consult with the USFWS under Section 7(a)(2) of the FESA. For projects that do not require formal authorization, permitting, or funding from a Federal Agency but that may result in the "take" of listed species or candidate species, the project applicant would be required to apply to the USFWS for a Section 10(a) incidental "take" permit. Similarly, applicants for proposed projects that could have an adverse impact on any State-listed endangered, threatened, rare, or candidate species would be required to secure a permit from CDFW before the proposed project would proceed.

Mitigation Measure BIO-1B: Bird Nest Avoidance.

Vegetation and buildings within the City of Walnut could provide suitable nesting habitat for six special status bird species, including: Coastal Cactus Wren (*Campylorhynchus brunneicapillus sandeigensis*), Coastal California Gnatcatcher (*Polioptila californica californica*), Least Bell's Vireo (*Vireo bellii pusillus*), Swainson's Hawk (*Buteo swainsoni*), White-tailed Kite (*Elanus leucurus*), Yellow Warbler (*Setophaga petechia*), as well as common bird species with protection under MBTA and CFGC. General ground disturbance, including but not limited to, demolition, construction, or related activities

may result in removal or disturbance of nests if present on a project site. These actions would constitute a significant impact under CEQA as they may result in mortality and/or reduction in reproductive success of birds. If work cannot avoid the nesting bird season (generally defined as February 1 through August 15), then preconstruction surveys shall be conducted in order to reduce these impacts to a less than significant level. A qualified biologist shall complete a nesting bird survey no more than 14 days prior to the start of any work. If active nests are observed during pre-construction surveys, project-related activities will avoid the area via a protective no-work buffer determined by a qualified biologist and determined based on a species' legal protection and biological requirements. Work may resume within this protective no-work buffer after a qualified biologist has determined that young have fledged the nest or the nest otherwise becomes inactive (i.e. predation or natural nest failure).

Mitigation Measure BIO-1C: Bat Roost Avoidance.

Tree stands, buildings, and other man-made structures within the Planning Area could provide suitable roost habitat for six special status bat species: Big Free-tailed Bat (*Nyctinomops mactrotis*), Pallid Bat (*Antrozous pallidus*), Pocketed Free-tailed Bat (*Nyctinomops femorosaccus*), Western Mastiff Bat (*Eumops perotis californicus*), Western Yellow Bat (*Lasiurus xanthinus*), and Yuma Myotis (*Myotis yumanensis*). New development and/or demolition associated with implementation of the GPU and/or WVSP could result in removal or disturbance of bat roosts if present on a project site. These actions would constitute a significant impact under CEQA as they may result in mortality and/or reduction in reproductive success of bats. Implementation of Mitigation Measure MM BIO-1C would reduce these impacts to less than significant levels. A qualified biologist shall conduct a roost assessment survey of trees or human-made structures with potential to support bat roosts that are planned to be removed. The survey shall assess the use of the tree or structure for roosting as well as potential presence of bats. If the biologist finds no evidence of, or potential to support bat roosting, no further measures are recommended. However, if evidence of bat roosting is present, additional measures described below shall be implemented:

- *Work activities outside the maternity roosting season:* If evidence of bat roosting is discovered during the pre-construction roost assessment and general ground disturbance, demolition, construction, or related activities is planned from August 1 through February 28 (outside of the bat maternity roosting season), a qualified biologist shall implement passive exclusion measures to prevent bats from re-entering structures. After sufficient time to allow bats to escape and a follow-up survey to determine if bats have vacated the roost, work may continue and impacts to special status bat species shall be avoided. To offset the loss of occupied bat roosts, bat boxes shall be installed at a suitable location in the vicinity of a project site to provide roost locations for displaced bats, contingent on CDFW approval of project details.
- *Work activities during the maternity roosting season:* If a pre-construction roost assessment discovers evidence of bat roosting in the trees or human-made structures during the maternity roosting season (March 1 through July 31), and determines maternity roosting bats are present, work shall be avoided during the maternity roosting season or until a qualified biologist determines the roost has been vacated.

Impact BIO-2 Adverse Effects to Riparian Habitat and Other Sensitive Plant Communities

Implementation of the proposed GPU could impact existing riparian habitat and other sensitive plant communities including California Walnut Woodland and Walnut Forest through new development and potential recreational uses within parks/open space areas, and creek habitat restoration and enhancement activities. Although the majority of the sensitive communities that have the potential or are known to occur in the Planning Area occur in areas where no major development is planned, the GPU and implementing Ordinances could result in adverse impacts to sensitive communities on vacant and undeveloped lands through construction and/or maintenance of trails, park facilities, and other infrastructure improvements. As previously discussed in Table 8-1, the proposed GPU contains Policies designed to protect and minimize adverse impacts to areas designated as open space that support riparian habitat and other sensitive plant communities. In addition, environmental review would be required under CEQA for any project that could adversely impact an area that supports any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW. Implementation of Mitigation Measure BIO-2 shall be implemented by future project proponents to reduce this potential impact to less than significant.

Mitigation Measure BIO-2: Obtain CDFW 1602 Permit.

Prior to the issuance of grading permits for any project potentially affecting riparian or wetland habitat, the property owner/developer shall provide evidence that all necessary permits have been obtained from the CDFW (pursuant to Section 1601-1603 of the Fish and Game Code) or that no such permits are required, in a manner meeting the approval of the City of Walnut Planning Department. If a Section 404 Permit from the USACE is required, a Section 401 Water Quality Certification will also be required from the Regional Water Quality Control Board (refer to Mitigation Measure BIO-3).

Impact BIO-3 Adverse Effects to Jurisdictional Wetlands and Waters

The USACE regulates the discharge of dredge or fill material into waters of the United States, including wetlands. Development and infrastructure projects that could occur under the GPU and implementing Ordinances have the potential to adversely impact Federally- and State-protected waters and wetlands that may be present on the undeveloped/vacant lands within undeveloped areas. As previously discussed, potential jurisdictional wetlands and waters may be located in the Planning Area, particularly along the riparian zones of Lemon and Snow Creeks. Both wetlands and these creeks, as well as any other water features within the City of Walnut have potential to be regulated as waters of the U.S. Lemon Creek and Snow Creek and their tributaries support freshwater forested/shrub, riverine, riparian, freshwater pond, and freshwater emergent wetlands (USFWS 2017a). Seasonal wetlands not mapped by NWI may also be present throughout the Planning Area in the form of depressions, seeps, and swales. All wetland and water features have the potential to be regulated under the Clean Water Act (CWA), USACE, and RWQCB. Compliance with the requirements of the CWA would be required for any project proposed under the GPU. Projects resulting from the GPU and implementing Ordinances would be required to avoid adverse impacts to waters and wetlands to the greatest extent possible. While the proposed GPU Goals and Policies are intended to generally protect jurisdictional wetland and water features, implementation of Mitigation Measure BIO-3 will be required at the project level to ensure that no net loss of functions or values occurs, and impacts to Federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be less than significant. Implementation of Mitigation Measure BIO-3

shall be implemented by future project proponents to reduce this potential impact to less than significant.

Mitigation Measure BIO-3: Obtain CWA Section 404 and 401 Permits.

Prior to project development in all areas with potential wetlands or waters of the U.S. and/or waters of the State, a delineation of jurisdictional features (i.e., waters of the U.S. and waters of the State [i.e., waters subject to Section 1600 of the CFGC) would be required. This jurisdictional delineation study would be submitted to all applicable Federal and State agencies for review, approval, and verification. In addition, project applicants would also be required to seek formal authorization (i.e., permits) for impacts to Federally protected waters and wetlands as defined by CWA Section 404 and Section 401 of the CWA from the USACE and RWQCB, respectively. Impact minimization and Mitigation Measures would likely be included as regulatory permit conditions. In addition, compensatory mitigation for losses of jurisdictional waters, wetlands, or riparian habitat would be required. Such mitigation may include restoration of a wetland, creek or riparian area in the project site vicinity, purchase of mitigation credits through a local mitigation bank, or payment of an in-lieu fee, and must be approved by Federal and State agencies. In addition, State and Federal resource agencies would require that a Mitigation Plan be prepared that demonstrates that the proposed compensatory mitigation is equivalent or superior to existing jurisdictional features.

Impact BIO-4 Interfere with Movement of Native Resident or Migratory Fish and Wildlife Species

Considerable residential, commercial, and other urban development exists within the Planning Area, such that the remnant habitats on vacant and undeveloped lands within the existing limits of urban development have become islands of habitat. Most wildlife movement is expected to occur in the Open Space areas occupying lands within the San Gabriel Mountains in the northern and eastern portion of the Planning Area, which provide important foraging, dispersal, migratory, and wildlife corridors for many common and sensitive species. This portion of the Planning Area would remain Open Space and no substantial changes in land use patterns are proposed as a result of the Planning Area and implementing Ordinances.

Areas where development and infrastructure projects are likely to occur as a result of the Planning Area and implementing Ordinances are concentrated in the southern portions of the Planning Area, in areas of existing development. These areas are currently developed with residential, commercial, and industrial uses and are densely populated; therefore, these portions of the Planning Area would not act as a major wildlife corridor, movement pathway, or linkage between large habitat areas for terrestrial wildlife. Impacts to wildlife movement resulting from development in the GPU, WVSP, and implementing Ordinances would be limited to small, fragmented areas that are isolated by urban development and would be expected to support common wildlife species that are adapted to urban areas. Open space areas within the northern and eastern portions of the Planning Area that function as significant movement corridors for native resident or migratory wildlife species would be preserved and would continue to serve similar biological functions under the GPU, WVSP, and implementing Ordinances.

Compliance with Federal and State regulations related to the protection of migratory fish and wildlife species, as well as General Plan Policies that protect wildlife habitat linkages and corridors (Goals COR-1 through COR) will ensure that impacts to movement of native resident or migratory fish and wildlife species will be less than significant **without** mitigation.

Impact BIO-5 Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance

Development under the proposed GPU and WVSP would be in substantial conformance with Federal, State, and local applicable policies protecting biological resources. Implementation of the proposed GPU and WVSP would be subject to all applicable Federal, State, and regional Policies and regulations related to the protection of important biological resources including:

- Federal Endangered Species Act
- Federal Migratory Bird Treaty Act
- California Endangered Species Act
- California Fish and Game Code
- California Environmental Quality Act
- Los Angeles County—Adoption of Proposed Significant Ecological Areas
- City of Walnut Ordinance No. 13-03 (Public Tree Preservation) and the City of Walnut Tree Policy Manual

The City recognizes the environmental, financial, and aesthetic value of its “Community Forest” of over 17,000 trees throughout Walnut (City of Walnut 2017b). The City also recognizes three woodlands of black walnut trees located on San Jose Hills around the Mt. SAC campus. The largest of these trees are found above the houses on Shadow Mountain Road near Grand Avenue. The Voorhis Ecological Reserve, operated by Cal Poly Pomona, also contains an existing community of black walnut tree woodland. The City has an Oak/Walnut Tree Preservation Ordinance in its Municipal Code under Chapter 25, Article XVI, Division 5 which “establishes the tree policy for the preservation of Oak and Walnut trees” (City of Walnut 2017b). The main Tree Policy Ordinance (No. 13-03) requires a request form for any type of work on any City trees (generally defined as those trees in public spaces) from the Community Services Department. Specific requirements for receipt of permits for individual developments are determined on a case-by-case basis. Impacts to California black walnut trees, if they cannot be avoided, should be mitigated by the replacement of each impacted tree that has a diameter of 6 inches at 4 feet, 6 inches above the ground by a 24-inch boxed specimen, these trees should be planted in an area to be preserved and maintained and monitored for 2 years.

Compliance with each of the relevant Federal, State, and regional laws, regulations, or plans as well as with the provisions of the City’s Oak/Walnut Tree Ordinance would reduce impacts to less than significant *without* mitigation.

Impact BIO-6 Conflict With The Provisions Of An Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan

The GPU and WVSP would not conflict with the provisions of any adopted local, regional or State habitat conservation plan. Impacts on the East San Gabriel Valley SEA. There are no other Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans that apply to the City. Therefore, impacts would be less than significant *without* mitigation.

8.2.4 Conclusions

Because the City of Walnut has been mostly urbanized for many years, important biological resources are almost entirely associated with existing undeveloped areas of the City. A majority of sensitive biological resources are confined existing parks and open space areas, creek corridors, and areas of undevelopable topography or where geologic or other hazards exist. At this time, the City would require all future project applicants comply with existing environmental regulations and General Plan Land Use Policies above to avoid or reduce an identified potential environmental impact. Impacts on biological resources would be assessed on a project-by-project basis for land use entitlements.

In most cases, no one regulation, goal, policy, or implementation measure (“policy” for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the regulations and Policies listed in Table 8-1, as well as the Mitigation Measures above will result in a less-than-significant impact. This conclusion is consistent with the purpose and use of a program EIR for a General Plan (see EIR Project Description, Chapter 3).

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CFGC	California Fish and Game Code
CNDDB	California Natural Diversity Data Base
CNPS	California Native Plant Society
CWA	Clean Water Act
ECR	Existing Conditions Report
EPA	United States Environmental Protection Agency
FESA	Federal Endangered Species Act
GPU	General Plan Update
MBTA	Federal Migratory Bird Treaty Act
Mt. SAC	Mt. San Antonio College
NOAA	National Oceanic and Atmospheric Administration
NPPA	California Native Plant Protection Act
NWI	National Wetlands Inventory
RWQCB	Regional Water Quality Control Board
SEA	Significant Ecological Areas
SSC	Species of special concern
USACE	United States Army Corps of Engineers
U.S.C.	United States Code
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WVSP	West Valley Specific Plan
§	Section

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9. CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

This EIR Chapter describes cultural and tribal resource conditions in the Planning Area for the GPU and WVSP. The Chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the GPU and WVSP, describes potential impacts that could result from the GPU and WVSP, and discusses Goals, Policies, and implementation programs that would avoid or reduce those potential impacts.

9.1 SETTING

9.1.1 Environmental Setting

The existing General Plan's Description of Environmental Setting: Natural Environmental Resources Chapter (pages 13-16) (City of Walnut 1978) describes historic and cultural resources within the Planning Area. The major findings below describe the cultural (historical and archaeological) resources present or potentially present in the Planning Area. Significant cultural resources in the City include archaeological sites (prehistoric and historic), paleontological resources, and historic structures that may be eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or otherwise listed on the City of Walnut List of Officially Designated Architecturally and Historically Significant Buildings.

- The City of Walnut is situated within the Los Angeles Basin that was pre-historically occupied by the Gabrieleno Indians. The Gabrieleno's migrated into the Los Angeles coastal areas in or about 500 B.C. and occupied the entire Los Angeles Basin, parts of the San Gabriel Mountains, and the San Clemente, San Nicholas, and Santa Catalina Islands. The Gabrielenos lived in small villages near water streams and along sheltered portions of the coast and survived on hunting, gathering, and fishing (McCawley 1996).
- In 1840, Mexican Governor Juan Alvarado awarded Jose De La Cruz Linares a land grant of 4,340 acres, land which included a portion of present day Walnut. This land was known as Rancho de Nogales, or Ranch of the Walnut Trees. In 1847, seven years after the unfortunate death of Mr. Linares, the Rancho was acquired by Ricardo Vejar. This land included the eastern portion of Walnut and became part of Rancho San Jose. The City of Walnut originally obtained its name from the Rancho De Los Nogales land grant, "Nogales" being the Spanish word for walnut (City of Walnut 2017a). In 1884, a Frenchman, Pierre Carrey, and his wife Maria settled in Walnut. Carrey had worked for Sheriff W.R. Rowland, and had received part of his pay in land. His payment was forty acres above Valley Boulevard on the south side of La Puente Road, and east of Lemon Street. From 1880's and into the 1900's, Walnut and surrounding lands were used for farming and the raising of cattle (City of Walnut 1978).
- While the history of the City of Walnut is tied to that of the Los Angeles region, significant cultural resources have been identified in the City. Future demolition and excavation activities may uncover archaeological, paleontological, and/or historical resources.
- The Planning Area contains known prehistoric sites, Tribal Cultural Resources, and prehistoric isolates. "CA-LAN-521" is a well-known and documented prehistoric Native

American archaeological site located within the Planning Area near Lemon Avenue. The prehistoric site contains cogstones, monos, hammerstones, and other food processing equipment (City of Walnut 1978). Additionally, there are at least 10 historically/culturally significant period houses and commercial buildings that have been identified throughout the City (Los Angeles Conservancy 1984, City of Walnut 2017a). These include but are not limited to:

- Bob Quattlebaum Windmill located at Suzanne Park, the Brookside Equestrian Center at 800 Meadows Pass Road.
- W.R. Rowland Adobe Ranch house at 130 Avenida Alipaz.
- Bourdet Home at 166 Lemon Avenue;
- Martinez Abode Site (no longer standing), and the
- Carrey House at 20330 Carrey Road.

There are no historic residences, buildings, structures, or sites that are listed on the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), or on Local Registers.

- A paleontological resources records search through the Vertebrate Paleontology Department at Natural History Museum of Los Angeles County (NHMLAC) indicate that there are known paleontological resources located within the Planning Area (McLeod 2017).

9.1.2 Regulatory Setting

Cultural resources are indirectly protected under the provisions of the Federal Antiquities Act of 1906 (16 U.S.C §§ 431 et seq.) and subsequent related legislation, regulations, policies, and guidance documents. The following is a summary of the applicable (Federal, State, and Local) regulatory framework related to the protection of cultural resources in California.

Federal

National Historic Preservation Act of 1966 (NHPA)

In summary, the NHPA establishes the nation's policy for historic preservation and sets in place a program for the preservation of historic properties by requiring Federal agencies to consider effects to significant cultural resources (i.e. historic properties) prior to undertakings.

Section 106 of the Federal Guidelines.

Section 106 of the NHPA states that Federal agencies with direct or indirect jurisdiction over Federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the NRHP and that the Advisory Council on Historic Preservation (ACHP) and SHPO must be afforded an opportunity to comment, through a process outlined in the ACHP regulations at 36 Code of Federal Regulations (CFR) Part 800, on such undertakings.

National Register of Historic Places.

The NRHP was established by the NHPA of 1966 as “an authoritative guide to be used by Federal, State, and Local governments, private groups, and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.” The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, or association. A property is eligible for the NRHP if it is significant under one or more of the following criteria as defined by NRHP:

- Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: It is associated with the lives of persons who are significant in our past.
- Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature. In general, a resource must be at least 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

Native American Graves Protection and Repatriation Act of 1990.

The Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from Federal and Tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any Federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

State

California Environmental Quality Act.(CEQA)

Pursuant to CEQA, a historical resource is a resource listed in, or eligible for listing in, the California Register of Historical Resources (CRHR). In addition, resources included in a local register of historic resources or identified as “significant” in a local survey conducted in

accordance with State guidelines are also considered historic resources under CEQA, unless a preponderance of the facts demonstrates otherwise. According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude a Lead Agency, as defined by CEQA, from determining that the resource may be a historic resource as defined in California Public Resources Code (PRC) Section 5024.1.

CEQA applies to archaeological resources when: (1) the archaeological resource satisfies the definition of a historical resource, or (2) the archaeological resource satisfies the definition of a “unique archaeological resource.” A unique archaeological resource is an archaeological artifact, object, or site that has a high probability of meeting any of the following criteria:

1. The archaeological resource contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
2. The archaeological resource has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. The archaeological resource is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources.

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is

“an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate properties that are to be protected, to the extent prudent and feasible, from substantial adverse change.”

Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHLs) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria: (modeled after NRHP criteria)

- Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- Criterion 2: It is associated with the lives of persons important in our past.
- Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

- Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years also may be eligible for inclusion in the CRHR, provided that enough time has lapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

California Historical Landmarks.

California Historical Landmarks (CHLs) are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have Statewide historical significance by meeting at least one of the criteria listed below. The Resource must also be approved for designation by the County Board of Supervisors or the City or Town Council in whose jurisdiction it is located, be recommended by the State Historical Resources Commission, or be officially designated by the Director of California State Parks. The specific standards in use now were first applied in the “designation” of CHL No. 770. CHLs No. 770 and above are automatically listed in the CRHR.

To be eligible for designation as a Landmark, a resource must meet at least one of the following criteria per California Historical Landmarks Registration: Criteria for Designation (California Office of Historic Preservation 2017):

- The first, last, only, or most significant of its type in the State or within a large geographic region (Northern, Central, or Southern California)
- Associated with an individual or group having a profound influence on the history of California
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder

California Points of Historical Interest.

California Points of Historical Interest are sites, buildings, features, or events that are of local (City or County) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest (Points) designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historic resource may be designated as both a Landmark and a Point. If a Point is later granted status as a Landmark, the Point designation will be retired. In practice, the Point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

To be eligible for designation as a Point, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type within the local geographic region (City or County)
- Associated with an individual or group having a profound influence on the history of the local area
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder

Native American Heritage Commission, Public Resources Code Sections 5097.9–5097.991.

Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a State policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a County coroner. Section 5097.5 defines the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands as a misdemeanor.

California Native American Graves Protection and Repatriation Act of 2001.

Codified in the California Health and Safety Code Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) is consistent with the Federal NAGPRA. Intended to “provide a seamless and consistent State policy to ensure that all California Indian human remains and cultural items be treated with dignity and respect,” the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Section 8025 established a Repatriation Oversight Commission to oversee this process. The Act also provides a process for non–Federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

Senate Bill 18.

Senate Bill (SB) 18 (California Government Code, Section 65352.3) incorporates the protection of California traditional tribal cultural places into land use planning for Cities, Counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission’s SB18 Tribal Consultation List within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and

objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

Assembly Bill 52.

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe: (1) requests in writing consultation to the lead agency, (2) to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The Bill makes the above provisions applicable to projects that have a notice of preparation or a notice of Negative Declaration filed or Mitigated Negative Declaration on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC) relating to Native Americans.

California Health and Safety Code, Sections 7050 AND 7052.

Health and Safety Code Section 7050.5 declares that, in the event of the discovery of human remains outside a dedicated cemetery, all ground disturbances must cease and the County Coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

California Penal Code, Section 622.5.

Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

Regional

County of Los Angeles Historic Preservation Ordinance.

Los Angeles County's Historic Preservation Ordinance adopted the 1st of September of 2015 (Ordinance 22: 22.44.3000-.3040) adopted regulations to preserve, protect, and enhance buildings, structures, and other resources and areas of historic interest and importance within the unincorporated territory of the County of Los Angeles, as authorized by Section 25373 of the California Government Code, for the educational, cultural, economic, and general welfare of the public.

Local

City of Walnut's Historical Preservation Ordinance 25-292. As set forth in Municipal Code 25-292 (Historic Preservation), the City Council of the City of Walnut has established procedures and guidelines to protect and preserve historical and culturally significant resources within the City of Walnut. Preservation of historical resources within the community will preserve and promote the historical heritage of the City by:

- (a) Establishing a mechanism to protect historical and cultural resources;
- (b) Identifying historically significant structures and sites to protect the city's past and present heritage;
- (c) Establishing public awareness of historically significant resources and the benefits of preservation;
- (d) Encourage public participation in historical preservation; and
- (e) Encourage civic pride with the beauty and accomplishments of years past.

Implementation of the ordinance is the responsibility of the Historical Preservation Ad-hoc Advisory Committee with direct support by the Community Development Department and any other organizations promoting historic preservation within the City.

9.2 Environmental Effects

This Section describes potential impacts related to cultural resources and Tribal Cultural Resources that could result from the GPU and/or WVSP, and discusses Goals, Policies, and implementation programs that would avoid or reduce those potential impacts. The Section also recommends Mitigation Measures as needed to reduce significant impacts.

9.2.1 Significance Criteria

Based on the CEQA Guidelines,¹ implementation of the City of Walnut GPU and WVSP would have a significant impact related to cultural resources if it would:

- (a) Cause a substantial adverse change in the significance of a historic resource pursuant to CEQA Guidelines section 15064.5;
- (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5;
- (c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- (d) Disturb any human remains, including those interred outside of formal cemeteries.

The GPU and WVSP would have a significant impact on Tribal Cultural Resources if it would cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 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:

- (B) 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 Section 5020.1(k); or
- (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 Public Resources

¹ CEQA Guidelines, Appendix G, Issues V (a) through (d) and XVII (a) and (b).

Code Section 5024.1. In applying the criteria set forth in Subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

9.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts on cultural resources and Tribal Cultural Resources followed this basic sequence:

(1) The GPU and WVSP was evaluated to identify existing environmental conditions and problems related to cultural resources and Tribal Cultural Resources, including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines, including Appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 9.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR, Project Description, Section 3.6), was analyzed to identify Goals, Policies, implementation programs (“policies” for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental effects.

(4) For potential environmental impacts that would result from the GPU and WVSP, Mitigation Measures are provided to avoid or reduce each impact to a less than significant level. If implementation of all identified feasible Mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

9.2.3 Environmental Impacts

Potential Impacts of Future Development under the GPU and WVSP

Impact CR-1 Historic Resources

Future buildout under the GPU and WVSP could impact historic resources where new development replaces older development. Adverse modification of historic resources may also occur if appropriate restoration methods are not implemented, thereby permanently altering the historic character of the resource. Impacts associated with the destruction or alteration of historic resources can affect a City’s sense of place and lose important information relevant to City, regional, and/or State history.

The City’s historic preservation ordinance has set forth policies and regulations relating to the protection of historic resources and/or built environments during development, demolition, and/or related activities. City’s historic preservation ordinance fortified by Cultural Mitigation Measure CR-1 will ensure that new development is compatible with historic resources, and ensure that restoration of historic structures preserves the character of the resource.

Cultural Mitigation Measure “CR-1” would reduce potential significant impacts on historic resources to less than significant levels.

Archaeological Resources. Future buildout of the Planning Area could impact archaeological resources where excavation and other earthmoving activities are required. Failure to properly survey development sites and, if necessary, monitor earthmoving activities to ensure identification and recovery of archaeological resources could result in a significant impact due to the loss of information related to pre-historic and historic human activities.

Excavation and other earthmoving activities required for future development pursuant to GPU/WVSP policy within surface and subsurface exposures of Quaternary-era deposits could disturb archaeological (prehistoric and historic) resources. Failure to survey development sites and if necessary, monitor earthmoving activities to ensure proper identification and recovery of cultural resources (artifacts) could result in a significant impact to archaeological resources due to the loss of information important to understanding pre-historic life and evolution.

The City currently does not have policies directly relating to the protection of archaeological resources (prehistoric and historic) during development and related earthmoving activities. Therefore, cultural mitigation measures are required to avoid or minimize impacts to buried archaeological resources. Cultural Mitigation Measures CR-1 and CR-3, are incorporated and will be applicable in the event of the unanticipated discovery of archeological resources. These cultural mitigation measures will ensure that newly discovery artifact(s) found within the proposed project site(s) will receive a Cultural Resources Assessment and Treatment Plan (if necessary) to avoid impacts and preserve archaeological resources (prehistoric and historic).

Paleontological Resources. Excavation and other earthmoving activities required for future development pursuant to the GPU and WVSP within surface and subsurface exposures of marine-Late Miocene Puente Formations could disturb paleontological resources and unique geological features. Failure to survey development sites and if necessary, monitor earthmoving activities to ensure proper identification and recovery of paleontological resources or unique geological features could result in a significant impact to fossil resources due to the loss of information important to understanding pre-historic life and evolution.

The City currently does not have policies related to the protection of paleontological resources during development-related earthmoving activities. Therefore, cultural mitigation measures are required to avoid or minimize impacts to buried paleontological resources. Cultural Mitigation Measures CR-1 and CR-3 are incorporated to ensure that the unanticipated discovery of paleontological resources will receive a Paleontological Resources Assessment, Paleontological Treatment Plan, and construction monitoring (if necessary), thus avoiding impacts and preserving paleontological resources and/or unique geological features. All paleontological assessments and activities are to be implemented by qualified vertebrate professional paleontologists in accordance with the guidelines of the Society of Vertebrate Paleontology. Impacts to paleontological resources will be less than significant with Mitigation Measures incorporated.

Human Remains

The potential exists that as-yet undiscovered human remains may be encountered during future development activities within the Planning Area. Destruction of pre-historic or historic remains can result in the loss of information important to the history of the State, the region, or the immediate locality. Destruction of recent human remains could result in destruction of evidence associated with a crime.

In the event human remains are encountered, the discovery is required to comply with State of California Public Resources Health and Safety Code Section 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by State Law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for the treatment and disposition of the remains. Given required compliance with state regulations that detail the appropriate actions necessary in the event human remains are encountered required in Mitigation Measure CR-3, impacts associated with development supported by the proposed Cultural Mitigation Measures will be less than Significant.

Tribal Cultural Resources

Future development within the Planning Area could impact Tribal Cultural Resources (TCR) where excavation and other earthmoving activities are required. Failure to properly survey development sites and, if necessary, monitor earthmoving activities to ensure identification and recovery of TCR's or archaeological artifacts associated with TCRs could result in a significant impact due to the loss of information related to pre-historic human activities.

The City currently does not have policies directly relating to the protection of TCRs during development and related earthmoving activities. Therefore, Cultural Mitigation Measures are required to avoid or minimize impacts to buried archaeological resources associated with TCRs. Cultural Mitigation Measures CR-1 and CR-3 are incorporated and will be applicable in the event of the unanticipated discovery of TCRs or archeological resources associated with TCRs. These Cultural Mitigation Measures will ensure that newly discovered TCR's and their related artifact(s) found within the proposed project site(s) will be avoided and preserved.

Mitigation Measures

Mitigation Measure CR-1.

Requires that a Cultural Resources Assessment and Treatment Plan for prehistoric, historic, built environment, and paleontological resources be conducted for all projects potentially affecting these resources prior to the issuance of a land use permit. The cultural resources assessment must include an Archaeological Record Search through the South Central Coastal Information Center (CHRIS-SCCIC), a “Scared Lands File Search” through the Native American

Heritage Commission, and a Paleontological Record Search through the Natural History Museum of Los Angeles County's Vertebrate Paleontology Section.

Mitigation Measure CR-2.

Coordinate with local Native American Tribal Governments that are traditionally and culturally affiliated with the geographic area for a proposed project pursuant to AB 52 and SB 18 (if applicable).

Mitigation Measure CR-3.

Include the following statement as a Condition of Approval on all development projects: "If cultural (prehistoric, historic, or paleontological) resources are discovered during project construction, all work within 100-feet of the area of the find shall cease, and a qualified archaeologist or paleontologist shall be retained by the project applicant to investigate the find, and to make recommendations on its disposition. If human remains are encountered during construction, all work shall cease, and the Los Angeles County Coroner's Office shall be contacted pursuant to Health and Safety Code provisions."

How Existing Regulations and General Plan Policies Reduce Impacts

Table 9-1 contains relevant Existing Regulations and GPU and WVSP policies (if applicable) that relate to cultural resources. Column 1 (Objective) lists each Regulation and goal, policy, and implementation program ("policy" for short), organized by GPU element, that addresses the potential impact identified in Table 9-1. Column 2 is a summary of the regulation/policy and the text of the policy. Column 3 answers the question, "How does the regulation/policy avoid or reduce the potential impact?" Column 4 identifies the applicable significance criteria that is addressed by the regulation/goal/policy.

The actions in Column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts.

Table 9-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Cultural Resources			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.)	This law was enacted to prevent unnecessary harm to historic properties. The National Historic Preservation Act (NHPA) includes regulations that apply specifically to Federal land-holding agencies, but also includes regulations (Section 106) that pertain to all projects funded, permitted, or approved by any Federal agency that has the potential to affect cultural resources.	Helps ensure preservation of Walnut's historic resources.	(a) Historic resource; (b) Archaeological resource
Native American Heritage Commission, Public Resources Code Sections 5097.9 – 5097.991	Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands.	Helps ensure preservation of Walnut's listed or eligible tribal cultural resources.	(a)&(b) Tribal cultural resource
Native American Graves Protection and Repatriation Act of 1990	The Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands.	Helps ensure preservation of any buried tribal human remains	(a)&(b) Tribal cultural resource
Senate Bill (SB) 18 (California Government Code, Section 65352.3)	SB 18 incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005, SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission's SB18 Tribal Consultation list within the geographical areas affected by the proposed changes.	Ensure local Native American tribes are consulted on any City authorized land use related disturbance which could affect a tribal cultural resource.	(a)&(b) Tribal cultural resource
Assembly Bill (AB) 52	AB 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and	Ensure local Native American tribes are consulted on any City authorized land use related disturbance which could affect a tribal cultural resource.	(a)&(b) Tribal cultural resource

	culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects		
California Register of Historical Resources	On September 27, 1992, Assembly Bill 2881 (Statutes of 1992, Chapter 1075) was signed into law amending the Public Resources Code as it affects historical resources (Public Resources Code §4850 et seq.). This legislation, which became effective on January 1, 1993, also creates the California Register of Historical Resources, informally the CRHR.	Helps ensure preservation of Walnut's historic resources.	(a) Historic resources
California Environmental Quality Act (CEQA)	California Environmental Quality Act (CEQA) has a single directive on paleontology in Appendix G- the Environmental Checklist Form, Under the Cultural Resources section it asks whether the project would "directly or indirectly destroy a unique paleontological resource or site or unique geological feature."	Helps ensure preservation of Walnut's paleontological resources or unique geological features.	(b) Paleontological resources

9.2.4 Conclusions

In most cases, no one Goal, Policy, or implementation measure (“policy” for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic listed in the table name. This conclusion is consistent with the purpose and use of a program EIR for a GPU (see EIR Introduction, Chapter 1).

Based on the methodology described above, GPU and WVSP impacts on cultural resources and Tribal Cultural Resources would be ***less than significant with mitigation incorporated***.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CHLs	California Historical Landmarks
CHRIS-SCCIC	South Central Coastal Information Center
CRHR	California Register of Historical Resources
EIR	Environmental Impact Report
GPU	General Plan Update
Mt. SAC	Mount San Antonio College
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
PRC	California Public Resources Code
SHPO	State Historic Preservation Officer
SB	Senate Bill
TCR	Tribal Cultural Resources
U.S.C.	United States Code
WVSP	West Valley Specific Plan

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10. GEOLOGY AND SOILS

This EIR Chapter describes the existing geology and soils conditions in the Planning Area. The Chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the GPU and WVSP, describes potential impacts that could result from the plans, and discusses goals, and policies that would avoid or reduce those potential impacts.

10.1 SETTING

The environmental and regulatory setting of the Planning Area with respect to geology and soils, is described in more detail in General Plan ECR on Hazards and Hazardous Materials (City of Walnut 2017). Pursuant to Section 15150 of the CEQA Guidelines, the ECR is incorporated into the Draft Program EIR by reference. The ECR is available on the City's website at:

<http://www.cityofwalnut.org/for-residents/departments/community-development/planning-division/general-plan-update>

10.1.1 Environmental Setting

The Geology and Soils portion of the Hazards and Hazardous Materials ECR (Section 5) describes the existing conditions related to geology (including seismic hazards), soils, and minerals in the Planning Area. Findings from the ECR, as well as other data sources, are summarized below:

- No active or potentially active faults are located within the City of Walnut as delineated on an Alquist-Priolo Earthquake Fault Zoning Map. However, according to a local fault study (City of Walnut 2017), one active fault runs through the City, the San Jose Fault. The fault runs southwest to northeast along the northern portion of the City and runs north of the Mt. San Antonio College (Mt. SAC). The next closest faults to Walnut are the Sierra Madre-Cucamonga Fault (6 miles), the Whittier-Elsinore Fault (7 miles), and the San Jose Fault, which is 2 miles from the City.
- Portions of the City are located in a Liquefaction Susceptibility Zone as designated by the California Department of Conservation's Map of Earthquake Zones of Required Investigation (i.e., northeast and southwest areas). The Map also shows several areas in the northwestern portion of the City that could be subject to earthquake-induced landslides.
- Most of the area south of La Puente Road to the City of Industry boundary is comprised of alluvium.
- Most of the City is located on areas comprised of Altamont Clay and Yolo Clay loam soils.
- According to the 1978 General Plan, there is shallow groundwater (GW) underneath much of the City, with GW depth at about 20 feet below ground surface (bgs).

10.1.2 Regulatory Setting

A summary of State and Local regulations relevant to geology and soils is found below. The ECR describes the regulatory setting relevant to geology (including seismic hazards) and soils in more detail.

Federal

Currently, there are no Federal regulations applicable to the geology and soils in Walnut.

State

California Government Code Section 65302(g). The Code Section requires general plans to include a safety element that provides for the protection of the community from unreasonable risks associated with the effects of seismically-induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence; liquefaction; and other seismic hazards. The Element must also include mapping of known geologic or seismic hazards.

Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Sections 2621-2630) was passed in 1972 to mitigate the potential hazard of surface faults to structures for human occupancy. The main purpose of the Act is to prevent the construction of human-occupied buildings over active faults. The Act only addresses the hazard of fault rupture and is not directed toward other earthquake hazards.

The Act requires the State Geologist to establish regulatory Zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue maps to all affected cities, counties, and State agencies for their use in planning and controlling development. Local agencies must regulate most development projects within the Zones, and there generally can be no construction for human occupancy within 50 feet of an active fault Zone.

Seismic Hazards Mapping Act. The Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6) was passed in 1990 to address earthquake hazards other than fault rupture, including liquefaction and seismically induced landslides. Seismic Hazard Zones are mapped by the State Geologist to assist local governments in land use planning. The purpose of the Act is to "reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards."

California Building Code. The California Building Code (CBC), Title 24, serves as the basis for the design and construction of buildings in California. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of building and structures. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control.

California Building Code. The California Building Code (Part 2 of the 12-part CBC) is updated every three years by order of the legislature, with supplements published in intervening years. State Law mandates that local government enforce the California Building Code. In addition, a City, County, or City and County may establish more restrictive building standards reasonably necessary because of local climatic, geological, or topographical conditions.

Unreinforced Masonry Building Hazard Reduction Program. California Government Code 8875 establishes a program within all cities, both general law and chartered, and all counties and portions thereof located within Seismic Zone 4, as defined and illustrated in Chapter 2-23 of Part 2 of Title 24 of the California Administrative Code, to identify all potentially hazardous buildings and to establish a program for mitigation of identified potentially hazardous buildings.

The scope of buildings subject to this Code includes high-risk buildings and medium-risk buildings. Unreinforced masonry buildings used exclusively for residential purposes containing five or less units are exempt from complying with this code.

10.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts related to geology (including seismicity) and soils that could result from the GPU and WVSP, and discusses goals and policies that would avoid or reduce those potential impacts. The Section also recommends Mitigation Measures as needed to reduce significant impacts.

10.2.1 Significance Criteria

Based on the CEQA Guidelines,¹ implementation of the GPU and WVSP would have a significant impact related to geology and soils if it would:

- (a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - (1) 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 (Division of Mines and Geology Special Publication 42);
 - (2) Strong seismic ground shaking;
 - (3) Seismic-related ground failure, including liquefaction; or
 - (4) Landslides;
- (b) Result in substantial soil erosion or the loss of topsoil;
- (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 on- or off-site landsliding, lateral spreading, subsidence, liquefaction, or collapse;
- (d) Be located on expansive soil, as defined by Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property; or
- (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

¹CEQA Guidelines, Appendix G, Items VI (a) through (e).

Regarding criterion (e), the Planning Area is served by a comprehensive, integrated wastewater collection, treatment, and disposal system. Neither septic tank systems nor alternative wastewater disposal systems are proposed as part of General Plan implementation. No impact will result, and this issue is not discussed further in this EIR.

10.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to geology and soils, followed the following basic sequence:

- (1) The General Plan ECR was evaluated to identify existing environmental conditions and problems related to geology, soils, and seismicity, including the regulatory framework that applies to these issues.
- (2) The CEQA Statute and Guidelines (2017), including Appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the Program EIR. In part, this process resulted in the significance criteria listed in subsection 10.2.1 above.
- (3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR Chapter 3, Project Description), was analyzed to identify goals, policies, implementation programs (“policies” for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.
- (4) For potential environmental impacts that would result from the GPU and WVSP, Mitigation Measures were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible Mitigation Measures cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

10.2.3 Environmental Impacts

Potential Impacts of Future Development under the GPU and WVSP

Development associated with the GPU built on or near the San Jose Fault Zone could expose people and structures to a fault rupture. The San Jose Fault has the potential of generating earthquakes of magnitudes ranging from 6.0 to 6.5 on the Richter Magnitude Scale. Strong earthquakes can cause widespread property damage, injury, and loss of life. Secondary impacts include fires and disruption of utilities and service systems.

Three factors for liquefaction are prevalent throughout the eastern portion of the Planning Area (the potential for strong ground shaking and loose, unconsolidated sediments, and relatively shallow depth to groundwater).

Future development under the General Plan could cause impacts associated with soil erosion, resulting in increased fugitive dust (which affects air quality) and water quality degradation due to increased sedimentation. Erosion of topsoil results in the loss of nutrient-rich soils that support the establishment and continuance of vegetation. [Significance Criterion 10.2.1 (b)]

Soils are prone to liquefaction and earthquake induced landslides in portions of the City. New development associated with General Plan and Specific Plan build out will need to consider these factors when designing new buildings. [Significance Criterion 10.2.1 (c)] Impacts associated with expansive soils are generally structurally related, including cracked walls and foundations. [Significance Criterion 10.2.1 (d)].

How Existing Regulations and General Plan Policies Reduce Impacts

Table 10-1 contains relevant Existing Regulations and General Plan policies that relate to geology and soils. Column 1 (Objective) lists each General Plan Goal or Policy (“policy” for short), organized by the General Plan Element, that addresses the potential impact identified in Table 9-1. Column 2 is a summary of the regulation and the text of the policy. Column 3 answers the question, “How does the regulation/policy avoid or reduce the potential impact?” Column 4 identifies the applicable significance criteria that is addressed by the regulation/policy.

The actions in Column 3 are intended to be applied consistently. The verb “ensures” means that the policy is sufficient to guarantee the result identified in the policy. The verb “helps” means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, “helps” is used for a Policy that can be applied to avoid or reduce a wide range of potential impacts. The verb “implements” is used for General Plan implementation programs to indicate that the program provides the details to put the associated policy into action.

Table 10-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Geology and Soils			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulation			
Alquist-Priolo Earthquake Fault Zoning Act	The purpose of the Act is to prevent the construction of human-occupied buildings over active faults. The Act only addresses the hazard of fault rupture and is not directed toward other earthquake hazards.	Prevents the construction of human-occupied buildings over active faults.	(a) Seismic related hazards
State of California Seismic Hazards Mapping Act	The Seismic Hazards Mapping Act was passed in 1990 to address earthquake hazards other than fault rupture, including liquefaction and seismically-induced landslides. Seismic Hazard Zones are mapped by the State Geologist to assist local governments in land use planning. The purpose of the Act is to "reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards."	Reduces the threat to public safety and minimizes the loss of life and property by identifying and mitigating seismic hazards.	(a) Seismic related hazards
State of California Building Code	The California Building Standards Code (CBC), Title 24, serves as the basis for the design and construction of buildings in California. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of building and structures. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control.	Ensures that construction projects are properly designed and constructed to minimize the effects of seismic hazards, unstable soils or other unstable geologic units, and expansive soils.	(a) Seismic related hazards; (b) Substantial soil erosion; (d) Expansive soils

Table 10-1 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Geology and Soils			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
General Plan Update - Public Safety Element			
Policy PS-3.2: Geotechnical Evaluation	Require geotechnical evaluations and recommendations prior to new development. Evaluations shall analyze potential hazards from landslides, liquefaction, expansive soils, and mud and debris flow.	Ensures that construction projects are properly designed and constructed to minimize the effects of seismic hazards, unstable soils or other unstable geologic units, and expansive soils.	(a) Seismic related hazards; (b) Substantial soil erosion; (c) Unstable geologic units or soil landsliding, lateral spreading, subsidence, liquefaction, or collapse; (d) Expansive soils
Policy PS-3.3: Landslide Hazards	Require that any site with a slope exceeding 10% be reviewed against current Landslide Hazard Potential Zone Maps.	Ensures that any development on slopes exceeding 10% consider the need for geotechnical and structural analysis when designing new buildings.	(c) Unstable geologic units or soil landsliding, lateral spreading, subsidence, liquefaction, or collapse
Policy PS-3.4: Seismic Building Codes	Require that all new development comply with most recent California Seismic Building Code and Seismic Hazards Mapping Act.	Ensures that any new buildings comply with State laws pertaining to building codes and seismic hazards.	(a) Seismic related hazards

10.2.4 Conclusions

In most cases, no one Goal, Policy, or implementation measure (“policy” for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in Table 10-1 will result in a less-than-significant impact related to the identified significance criterion. This conclusion is consistent with the purpose and use of a program EIR for a General Plan (see EIR Project Description, Chapter 3), as well as the WVSP.

Based on the methodology described above, impacts related to geology and soils would be ***less than significant***. No mitigation is required.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
bgs	below ground surface
CBC	California Building Code
CEQA	California Environmental Quality Act
ECR	Existing Conditions Report
EIR	Environmental Impact Report
GPU	General Plan Update
GW	groundwater
Mt. SAC	Mt. San Antonio College
WVSP	West Valley Specific Plan

References Cited

City of Walnut
2017 General Plan Existing Conditions Report. Walnut, CA.

11. GLOBAL CLIMATE CHANGE AND GREENHOUSE GAS

This Chapter describes existing and projected emissions of greenhouse gases and provides an evaluation of the potential effects of the GPU and WVSP on climate change. The methodologies and assumptions used in the preparation of this Section follow guidance from the South Coast Air Quality Management District (SCAQMD). Information on existing GHG emissions levels and applicable Federal and State regulations were obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD.

11.1 SETTING

11.1.1 Environmental Setting

Climate Change

Climate Change is the distinct change in measures of climate for a long period of time. Climate Change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of gases and changes to the planet's surface. Emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affects the atmosphere by changing the way the Earth absorbs gases from the atmosphere. The term "climate change" is preferred over the term "global warming" because "climate change" conveys the fact that other changes can occur beyond just the average increase in temperatures near the Earth's surface.

Climate Change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet; Without it, life as we know it on earth would not exist. Human activities since the beginning of the industrial revolution (approximately 150 years) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap energy, thereby contributing to an average increase in the Earth's temperature. Human activities that enhance the greenhouse effect are detailed below.

Greenhouse Gases

Gases that "trap" heat in the atmosphere and affect regulation of the earth's temperature are known as "greenhouse gases" (GHGs). GHGs that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants (discussed in Chapter 7) because climate regulation is global in scale (both in terms of causes and effects).

Some GHGs are emitted to the atmosphere naturally by biological and geological processes, such as evaporation (water vapor), aerobic respiration (carbon dioxide, or CO₂), and off-gassing from low oxygen environments, such as swamps or exposed permafrost (methane or CH₄). However, GHG emissions from human activities such as fuel combustion (e.g., CO₂) and refrigerant use (e.g., hydrofluorocarbons or HFCs) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. Human production of GHGs has increased steadily since pre-industrial times (approximately pre-1880) and atmospheric CO₂ concentrations have increased. The effects of increased GHG concentrations in the atmosphere include increasing shifts in temperature and precipitation patterns and amounts, reduced ice and snow cover, sea level rise, and acidification of oceans.

These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific greenhouse gases – CO₂, CH₄, nitrous oxide (N₂O), and sulfur hexafluoride (SF₆) and two groups of gases – HFCs and perfluorocarbons (PFCs). These GHGs are the primary GHGs emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the earth's temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Descriptions of the most common GHGs are described below:

- **Carbon Dioxide (CO₂)** is emitted and removed from the atmosphere naturally. Animal and plant respiration involves the release of CO₂ from animals and its absorption by plants in a continuous cycle. The ocean-atmosphere exchange results in the absorption and release of CO₂ at the sea surface. CO₂ is also released from plants during wildfires. Volcanic eruptions release a small amount of CO₂ from the Earth's crust.

Human activities that affect CO₂ in the atmosphere include burning of fossil fuels, industrial processes, and product uses. Combustion of fossil fuels used for electricity generation and transportation are the largest source of CO₂ emissions in the United States. When fossil fuels are burned, the carbon stored in them is released into the atmosphere entirely as CO₂. Emissions from industrial activities also emit CO₂, such as cement, metal, chemical production, and use of petroleum produced in plastics, solvents, and lubricants.

- **Methane (CH₄)** is emitted from human activities and natural sources. Natural sources of CH₄ include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, soils, and wildfires. Human activities that cause CH₄ releases include fossil fuel production, animal digestive processes from farms, manure management, and waste management. CH₄ is produced from landfills as solid waste decomposes. CH₄ is a primary component of natural gas and is emitted during its production, processing, storage, transmission, distribution, and use.
- **Nitrous Oxide (N₂O)** is emitted from human sources such as agricultural soil management, animal manure management, sewage treatment, combustion of fossil fuels, and production of certain acids. N₂O is produced naturally in soil and water, especially in wet, tropical forests. The primary human-related source of N₂O is agricultural soil management due to use of synthetic nitrogen fertilizers and other techniques to boost nitrogen in soils. Combustion of fossil fuels (mobile and stationary) is the second leading source of N₂O.
- **Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs)** are entirely manmade and are mainly generated through various industrial processes. These types of gases are used in aluminum production, semiconductor manufacturing, and magnesium production and processing.
- **Sulfur Hexafluoride (SF₆)** is commonly used as an electrical insulator in high voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF₆ occur during maintenance and servicing as well as from leaks of electrical equipment.

GHGs can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its Global Warming Potential (GWP). The reference gas for measuring GWP is CO₂, which has a GWP of one. By comparison, CH₄ has a GWP of 25, which means that one molecule of CH₄ has 25 times the effect on global warming as one molecule of CO₂. Multiplying the estimated emissions for non-

CO₂ GHG by their GWP determines their CO₂ equivalent (CO₂e), which enables a project's combined global warming potential to be expressed in terms of mass CO₂ emissions. The GWPs and estimated atmospheric lifetimes of the common GHG are shown in Table 11-1.

Table 11-1 Global Warming Potential (GWP) of Common GHGs (100 Year Horizon)

GHG	GWP	GHG	GWP
Carbon Dioxide (CO ₂)	1	Perfluorocarbons (PFCs)	
Methane (CH ₄)	25	CF ₄	6,500
Nitrous Oxide (N ₂ O)	298	C ₂ F ₆	9,200
Hydrofluorocarbons (HFCs)		C ₄ F ₁₀	7,000
HFC-23	14,800	C ₆ F ₁₄	7,400
HFC-134a	1,430	Sulfur Hexafluoride (SF ₆)	22,800
HFC-152a	140		
HCFC-22	1,700		
Source: CARB 2014			
GWPs are based on the United Nations Intergovernmental Panel on Climate Change 4 th Assessment Report.			

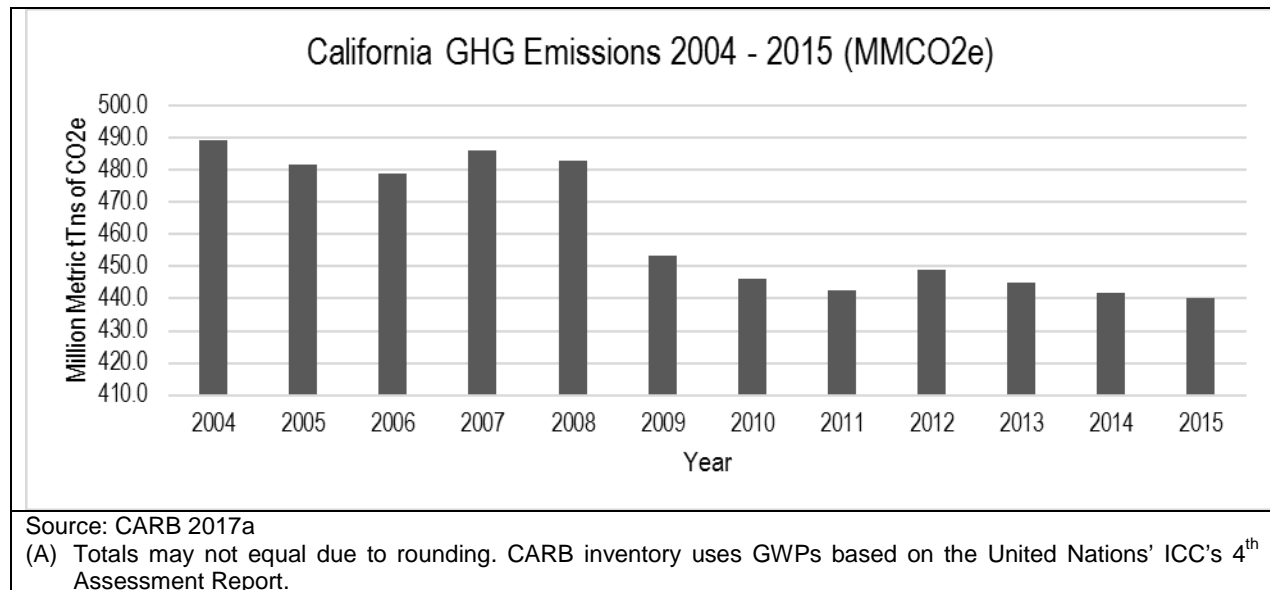
Statewide GHG Emissions

CARB prepares an annual Statewide GHG emissions inventory using Regional, State, and Federal data sources, including facility-specific emissions reports prepared pursuant to the State's Mandatory GHG Reporting Program. The Statewide GHG emissions inventory helps CARB track progress towards meeting the State's Assembly Bill (AB) 32 GHG emissions target of 431 million metric tons of CO₂ equivalents (MTCO₂e), as well as to establish and understand trends in GHG emissions¹. Statewide GHG emissions for the 2005 to 2015 time period are shown in Table 11-2.

Table 11-2 2004-2015 Statewide GHG Emissions (in the Million MTCO₂e)

Scoping Plan Sector	Year											
	'04	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
Agriculture	34	34	36	36	36	34	35	36	37	35	36	35
Commercial/Residential	44	42	43	43	44	44	45	46	43	43	38	38
Electric Power	11	10	10	11	12	10						
	5	8	5	4	0	1	90	88	95	90	88	84
High GWP	7	8	8	9	10	11	12	14	15	16	17	19
Industrial	98	95	93	90	90	88	91	90	91	93	93	92
Recycling and Waste	8	8	8	8	8	8	9	9	9	9	9	9
Transportation	18	18	18	18	17	16	16	15	15	15	16	16
	2	4	4	4	3	6	3	9	9	8	0	5
Total Million MCO ₂ e ^(A)	48	48	47	48	48	45	44	44	44	44	44	44
	8	0	6	4	1	2	5	2	8	4	2	0

¹ CARB approved use of 431 MMCO₂e as the state's 2020 GHG emission target in May 2014. Previously, the target had been set at 427 MMCO₂e.



As shown in Table 11-2, Statewide GHG emissions have generally decreased over the last decade, with 2015 levels (440 million MTCO₂e) approximately 10 percent less than 2004 levels (488 million MTCO₂e). The transportation sector (165 million MTCO₂e) accounted for more than one-third (approximately 37.5%) of the State's total GHG emissions inventory (440 million MTCO₂e) in 2015.

Existing Planning Area GHG Emissions

The existing land uses within the City of Walnut contribute to existing City, Regional, and Statewide GHG emissions. Existing GHG emissions, presented below in Table 11-3, were estimated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. GHG emissions generated within the Plan Area primarily come from the following sources:

- *Area sources.* Emissions generated through the use of landscaping equipment (e.g., lawnmowers, leaf blowers, etc.), consumer products (e.g., cleaning supplies, kitchen aerosols, cosmetics, etc.), reapplication of architectural coatings, and from the use of household heating equipment (e.g., hearths, furnaces, etc.).
- *Energy use and consumption.* Emissions generated from purchased electricity and natural gas.
- *Mobile sources.* Emissions generated through the use of automobiles, trucks, and other motorized vehicles.
- *Solid waste disposal.* Emissions generated from the transport and disposal of waste generated by land uses.
- *Water / waste water.* Emissions from electricity used to supply water to land uses, and treat the resulting wastewater generated.

Table 11-3 Walnut Existing GHG Emissions

Source	GHG Emissions (Metric Tons / Year)			
	CO ₂	CH ₄	N ₂ O	Total MTCO ₂ e
Area	2,953.9	3.01	0.07	3,048.6
Energy ^(A)	43,898.27	2.03	0.51	44,101.2
Mobile	259,896.2	14.06	0	260,247.7
Waste	4,482.7	264.9	0	11,105.8
Water	5,714.2	1.69	0.9	6,024.9
Total ^(B)	316,945.4	285.7	1.5	324,528.2
Service Population (SP) ^(C)	–	–	–	39,473
Existing GHG Efficiency ^(D)	–	–	–	8.2

Source: CalEEMod Output contained in Appendix C

Notes:

(A) The emissions estimated in CalEEMod account for the carbon intensity metrics provided in Southern California Edison's 2016 Corporate Responsibility and Sustainability Report (SCE 2016) and U.S. Environmental Protection Agency's eGrid2014v2 emission rates (USEPA 2017).

(B) Totals may not equal due to rounding.

(C) Service population = 30,152 population + 9,321 employees = 39,473

(D) The GHG efficiency metric averages GHG emissions over the number of people the Planning Area the project serves, and provides valuable information about the project's ability to help obtain GHG reduction goals (see below).

11.1.2 Regulatory Setting

International and Federal

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

Federal Regulation and the Clean Air Act. On December 7, 2009, the U.S. EPA issued an endangerment finding that current and projected concentrations of the six Kyoto GHGs in the atmosphere (CO₂, CH₄, N₂O, SF₆, HFCs, and PFCs) threaten the public health and welfare of current and future generations. This finding came in response to the Supreme Court ruling in *Massachusetts v. EPA*, which found that GHGs are pollutants under the Federal Clean Air Act. As a result, the U.S. EPA issued its GHG Tailoring Rule in 2010, which applies to facilities that have the potential to emit more than 100,000 MTCO₂e. In 2014, the U.S. Supreme Court issued its decision in *Utility Air Regulatory Group v. EPA* (No. 12-1146), finding that the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a major source required to obtain a permit pursuant to the "Clean Air Act's Prevention of Significant Deterioration" or "Title V" operating permit programs. The U.S. EPA's Greenhouse Gas Reporting Program requires facilities that emit 25,000 MTCO₂e or more of GHG to report their GHG emissions to the U.S. EPA to inform future policy decisionmakers.

State and Regional

Assembly Bill (AB) 32 (California Global Warming Solutions Act) and Related GHG Goals. In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 establishes the caps on Statewide greenhouse gas emissions proclaimed in Executive Order S-3-05 and established the timeline for meeting State GHG reduction targets. The deadline for meeting the 2020 reduction target is December 31, 2020.

As part of AB 32, CARB determines 1990 GHG emissions levels and projected a “business-as-usual” (BAU)¹ estimate for 2020, to determine the amount of GHG emission reductions that would need to be achieved. In 2007, CARB approved a Statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million MTCO₂e (CARB 2007). In 2008, CARB adopted its *Climate Change Scoping Plan*, which projects 2020 Statewide GHG emissions levels of 596 million MTCO₂e and identifies numerous measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million MTCO₂e of GHG reductions and bring Statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase renewable electricity to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests and wetlands to increasingly store carbon.

By directing State agencies to take measures consistent with their existing authority to reduce GHG emissions, Executive Order B-30-15 establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through Executive Order B-30-15, Governor Brown went on to sign Senate Bill (SB) 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal. AB 197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, “protect the State’s most impacted and disadvantaged communities ...[and] consider the social costs of the emissions of greenhouse gases.”

Scoping Plan. The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach the GHG reduction targets stipulated in AB 32. The key Elements of the 2008 Plan were to expand and strengthen energy efficiency programs, achieve a Statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners (including seven States in the United States and four territories in Canada) in the Western Climate Initiative, establish transportation-related targets, and establish fees (CARB 2009). CARB estimated that implementation of these measures will achieve at least 174

¹ BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies.

million MTCO₂e of reductions and reduce Statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

In a report prepared on September 23, 2010, CARB indicated 40 percent of the reduction measures identified in the Scoping Plan had been secured (CARB 2010). Although the cap-and-trade program began on January 1, 2012 (after CARB completed a series of activities dealing with the registration process, compliance cycle, and tracking system), covered entities did not have an emissions obligation until 2013. In August 2011, the Scoping Plan was reapproved by CARB with the program's environmental documentation.

On February 10, 2014, CARB released the public draft of the "First Update to the Scoping Plan." "The First Update" built upon the 2008 Scoping Plan with new strategies and recommendations, and identified opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. "The First Update" defined CARB's climate change priorities over the next five years, and set the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-12. It also highlighted California's progress toward meeting the 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. "The First Update" evaluated how to align the State's long-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. "The First Update" to the Scoping Plan was approved by the Board on May 22, 2014.

The second update to the scoping plan, the *2017 Climate Change Scoping Plan Update* (CARB 2017c), was adopted by CARB in December 2017. The primary objective for the 2017 Scoping Plan Update is to identify the measures required to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030) established under Executive Order B-30-15 and SB 32. The 2017 Scoping Plan Update identifies an increased need for coordination among State, Regional, and local governments to realize the potential for GHG emissions reductions that can be gained from local land use decisions. It notes that emissions reductions targets set by more than one hundred local jurisdictions in the State could result in emissions reductions of up to 45 MMTCO₂e and 83 MMTCO₂e by 2020 and 2050, respectively. To achieve these goals, the 2017 Scoping Plan Update includes a recommended plan-level efficiency threshold of six metric tons or less per capita by 2030 and no more than two metric tons by 2050. The major Elements of the 2017 Scoping Plan Update framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero emission vehicle (ZEV) buses and trucks.
- Low Carbon Fuel Standard, with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewable Portfolio Standard (RPS) to 50 percent and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing CH₄ and hydrocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20 percent reduction in GHG emissions from refineries by 2030.

- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Senate Bill 375 (Sustainable Communities and Climate Protection Act). In January 2009, California SB 375 went into effect known as the Sustainable Communities and Climate Protection Act. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce greenhouse gas emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs to be adopted in September 2010. The proposed reduction targets for the SCAG region were eight percent by year 2020 and 13 percent by year 2035. In September 2010 and February 2011, the eight percent and the 13 percent targets were adopted, respectively.

On April 4, 2012, SCAG's Regional Council adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future*. The 2012 RTP/SCS included a strong commitment to reduce emissions from transportation sources to comply with SB 375. The document contained a host of improvements to the region's multimodal transportation system. These improvements included closures of critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of the transportation system where there is room to grow in order to provide the region with greater mobility. The RTP/SCS demonstrated the region's ability to attain and exceed the GHG emission-reduction targets set forth by the CARB, and outlined a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands.

SCAG's Regional Council adopted an update to the 2012 RTP/SCS on April 7, 2016, the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS). The 2016 RTP/SCS expands upon the 2012 RTP/SCS's goal of balancing future mobility and housing needs with economic, environmental, and public health goals. Included in the 2016 RTP/SCS are 13 major initiatives primarily focused around preserving and maintaining the existing transportation system, expanding and improving mass transit (with a specific emphasis on passenger rail), decreasing reliance on vehicular modes of transportation through the expansion of pedestrian and bicycle infrastructure, and focusing new growth around transit. Through proactive land use planning and improvements to the transportation network, implementation of the 2016 RTP/SCS will result in an eight percent reduction in greenhouse gas emissions per capita by 2020, an 18 percent reduction by 2035, and a 21 percent reduction by 2040 when compared with 2005 levels. These reductions meet or exceed the State's mandate, which require an eight percent reduction by 2020 and 13 percent by 2035.

Senate Bill 350 (Clean Energy & Pollution Reduction Act). SB 350 was signed into Law in September 2015 and establishes tiered increases to the Renewable Portfolio Standard (RPS). The Bill requires 40 percent of the State's energy supply come from renewable sources by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the

energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Assembly Bill 1493. With the passage of AB 1493 (Pavley I) in 2002, California launched an innovative and pro-active approach for dealing with GHG emissions and climate change at the State level. AB 1493 requires CARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards apply to automobiles and light trucks from 2009 through 2016. Although litigation was filed challenging these regulations and the U.S. EPA initially denied California's related request for a waiver, a waiver has since been granted (CARB 2017b). In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 among light-duty vehicles. In January 2012, CARB approved the Advanced Clean Cars (ACC) program (formerly known as Pavley II) for model years 2017 through 2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the Zero-Emission Vehicle (ZEV) regulation. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards.

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

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). The CBSC has released the 2016 California Green Building Standards Code on its website. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

CALGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to non-residential land uses, for a total of 36 additional elective measures.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2016 standards, adopted January 1, 2017, improve upon existing standards in the fact that they are 28 percent more efficient for residential construction and five percent more efficient for non-residential construction, when compared to the previous 2013 standards (CEC 2015). Although the 2016 standards do not achieve zero net energy, they are close to the State's goal, and mark important steps towards making building practices greener throughout

California. It is anticipated the 2019 standards will take the final step in establishing requirements for zero net energy for newly constructed residential buildings throughout California.

11.2 ENVIRONMENTAL EFFECTS

11.2.1 Significance Criteria

Based on Appendices F and G of the CEQA Guidelines, a significant GHG or Energy impact would occur if implementation of the GPU and WVSP would:

- (a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment;
- (b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs; or
- (c) Result in a substantial increase in net energy demand or result in the use of fuel or energy in a wasteful manner.

In order to provide guidance to local Lead Agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008. To date, the Working Group has convened a total of 15 times, with the last meeting taking place on September 28, 2010. Based on the last Working Group meeting, the SCAQMD identified an interim, tiered approach for evaluating GHG emissions intent on capturing 90 percent of development projects where the SCAQMD is not the lead agency. The following describes the basic structure of the SCAQMD's tiered, interim GHG significance thresholds:

- A. **Tier 1** consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.
- B. **Tier 2** consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.
- C. **Tier 3** consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:
 - a. 3,000 MTCO₂e/yr for all land use types; or
 - b. 3,500 MTCO₂e/yr for residential; 1,400 MTCO₂e/yr for commercial; 3,000 MTCO₂e/yr for mixed use projects.
- D. **Tier 4** has three options for projects that exceed the screening values identified in Tier 3:
 - a. Option 1: Reduce emissions from business-as-usual by a certain percentage (currently undefined)
 - b. Option 2: Early implementation of applicable AB 32 Scoping Measures
 - c. Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 MTCO₂e/yr/SP by 2020 and 4.1 MTCO₂e/yr/SP by 2035. For project-level analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 MTCO₂e/yr/SP for the 2020 and 2035 calendar years, respectively.

11.2.2 Analysis Methodology

Tier 3 and Tier 4 thresholds were used as significance criteria in this analysis to determine if GHG emissions under the GPU or WVSP would have a significant impact on the environment. For the Tier 4 analysis, the horizon year for the GPU and WVSP is 2040; five years after the SCAQMD’s latest interim efficiency target year (2035) identified in Tier 4, above. Therefore, to evaluate the GPU and WVSP GHG emissions against future GHG reduction goals, the plan-level efficiency target has been adjusted based on the GHG reduction targets of SB 32, which sets a target of 40 percent below 1990 levels by 2030, and Executive Order S-03-05, which sets a goal of 80 percent below levels by 2050. The resulting, interpolated efficiency target for the year 2040 is 2.6 MTCO₂e/yr/SP.¹

11.2.3 Environmental Impacts

IMPACT GHG-1 Generation of Significant Greenhouse Gas Emissions

GPU Impact Analysis

Construction Emissions. Implementation of the proposed GPU would result in GHG emissions from construction associated with buildout of the Planning Area. Construction activities would occur intermittently at different sites within the Planning Area over the next approximately 21 years. Construction emissions would primarily be generated through the combustion of fuels used to power off-road construction equipment as well as worker, vendor, and haul trips to and from the project site during demolition, site preparation, grading, building construction, paving, and architectural coating activities.

CalEEMod 2016.3.2 was used to estimate emissions that could be generated under a “worst-case” scenario for any given year. Emissions were calculated over one year from 2019 to 2020 (Table 11-4).

Table 11-4 Estimated Construction GHG Emissions under the GPU

Source	GHG Emissions (Metric Tons / Year)			
	CO ₂	CH ₄	N ₂ O	Total MTCO ₂ e
<i>Annual Average Construction GHG Emissions</i>				
2019	465.81	0.10	0	468.39
2020	182.46	0.04	0	183.37
<i>Maximum Annual Average Emissions</i>	465.81	0.10	0	468.39
Total Amortized Emissions^(A)	22.18	0.005	0	22.30

Source: See CalEEMod Output in Appendix C.

¹ To remain on track with future GHG reduction goals, it is necessary to identify the efficiency target for 2040. Pursuant to existing legislation, GHG emissions are required to be reduced to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050 – meaning a 40 percent reduction would need to occur between 2030 and 2050 compared to 1990 levels. 2040 is the halfway point between 2030 and 2050; thus, half the reductions that need to occur between 2030 and 2050 should be achieved by 2040 (i.e., GHG emissions should be 60 percent below 1990 levels by 2040). Using the efficiency metric for 2020, 6.6 MTCO₂e/yr/SP (the same efficiency as 1990 pursuant to AB 32 reduction requirements) and multiplying through by 40 percent (i.e., 60 percent below 1990 levels) results in a derived efficiency metric of 2.6 MTCO₂e/yr/SP for year 2040.

(A) Emissions amortized over 21 year-period (for year 2040) for inclusion in total GHG emissions.

The SCAQMD recommends amortizing construction GHG emissions over a 30-year period however, since the GPU does not authorize any specific development project and future projects may not be implemented for several years or more, construction GHG emissions have been averaged over a 21-year period (for 2040). These values are likely an overestimate and therefore represents a conservative, worst-case estimate, since the rates used to compute the 2040 construction GHG emissions are based off emissions generated in the year 2019 and construction equipment emissions are likely to become less GHG intensive over time.

Operational Emissions. The use of existing structures in the Planning Area, as well as the operation of new developments would result in continuous GHG emissions from mobile, energy, and area sources. Mobile sources, including vehicle trips to and from land uses within the Planning Area, would result primarily in emissions of CO₂, with emissions of CH₄ and NO₂ also occurring in minor amounts. In addition to mobile sources, GHG emissions would also be generated from natural gas usage, electricity use, water conveyance and use, wastewater treatment, and solid waste disposal. Natural gas use would result in the emission of two GHGs: CH₄ (the major component of natural gas) and CO₂ (from the combustion of natural gas). Electricity use associated with both the physical usage of the development, as well as the energy needed to transport water/wastewater, would result in the production of GHGs if the electricity is generated through non-renewable sources (i.e., combustion of fossil fuels). Solid waste generated by land uses within the Planning Area, would contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy when transporting and managing the waste. In addition, landfilling, the most common waste management practice, results in the release of CH₄ from the decomposition of organic materials.

Operational GHG emissions associated with buildout of the GPU were modeled using CalEEMod v2016.3.2 and are presented below in Table 11-5.

Table 11-5 Estimated Operational GHG Emissions under GPU Buildout

Source	GHG Emissions (Metric Tons / Year) ^(A)			
	2040			
	CO ₂	CH ₄	N ₂ O	Total MTCO ₂ e
Area	3,273.2	3.0	0.07	3,369.3
Energy	35,621.5	2.3	0.6	35,849.2
Mobile	237,480.4	8.8	0	237,699.7
Waste	5,660.5	334.5	0	14,023.7
Water	3,955.3	2.0	1.0	4,313.4
Total	285,990.8	350.5	1.7	295,255.3

Source: CalEEMod Output in Appendix C

(A) The emissions estimated in CalEEMod are based upon an adjusted SCE carbon intensity metric assuming that the target 50 percent Renewable Portfolio Standard would be met in accordance with SB 350.

As shown above in Table 11-5, total operational emissions for 2040 are estimated to be approximately 295,255.3 MTCO₂e/yr.

Total GHG Emissions. To account for all potential GHG emissions generated through construction and operational activities occurring within the Planning Area under the implementation of the GPU, the amortized construction emissions calculated in Table 11-4 have

been added to their respective yearly operational emissions presented in Table 11-5. The total GHG emissions associated with buildout of the GPU are presented below in Table 11-6.

Table 11-6 Total GHG Emissions under GPU Buildout

Source	GHG Emissions (MTCO ₂ e / Year)		
	Existing	2040	
		Buildout	Change from Existing
Area	3,048.6	3,369.3	+320.7
Energy	44,101.2	35,849.2	-8,252
Mobile	260,247.7	237,699.7	-22,548
Waste	11,105.8	14,023.7	+2,917.9
Water	6,024.9	4,313.4	-1,711.5
Amortized Construction	–	22.30	+22.30
Total	324,528.2	295,277.6	-29,250.6
SCAQMD “Bright-Line” Threshold	–	–	3,000
Exceed Threshold?	–	–	No
Service Population (SP) ^(A)	39,473	47,081	+7,608
MTCO ₂ e/yr/SP	8.2	6.3	-
Plan-Level Efficiency Threshold	–	2.6	–
Exceed Threshold?	–	Yes	–
Source: MIG 2017. See Appendix C Note: Some totals may be off due to rounding. (A) Service population is defined as the number of employees and residents living and working within the Planning area.			

As shown in Table 11-6, buildout of the GPU would result in 295,277.6 MTCO₂e /yr in GHG emissions, but 29,250.6 MTCO₂e/yr less than existing conditions, attributable to lower mobile emission. This is below the SCAQMD “bright-line” threshold of 3,000 MTCO₂e, however, it would be inappropriate to use this threshold since the proposed Project being analyzed is a programmatic document. Instead, the total GHG emissions within the Plan area are evaluated on a per capita basis to determine if GHG emissions in the Planning Area would be consistent with the GHG reduction targets set forth in AB 32, SB 32, and Executive Order S-03-05.

As detailed above, the efficiency target for 2040 is 2.6 MTCO₂e/yr/Service Population (SP). Existing emissions and emissions under the GPU would not be consistent with this efficiency target for 2040.

WVSP Impact Analysis

Construction Emissions. Implementation of the proposed WVSP would result in GHG emissions from construction associated with buildout of the Planning Area. Construction activities would occur intermittently at different sites within the Planning Area over the next approximately 21 years. Construction emissions would primarily be generated through the combustion of fuels used to power off-road construction equipment as well as worker, vendor, and haul trips to and from the project site during demolition, site preparation, grading, building construction, paving, and architectural coating activities.

CalEEMod 2016.3.2 was used to estimate emissions that could be generated under a “worst-case” scenario for any given year. Emissions were calculated over one year from 2019 to 2020 (Table 11-7).

Table 11-7 Estimated Construction GHG Emissions under the WVSP

Source	GHG Emissions (Metric Tons / Year)			
	CO ₂	CH ₄	N ₂ O	Total MTCO _{2e}
Annual Average Construction GHG Emissions				
2019	292.39	0.06	0	293.88
2020	1.14	0.00008	0	1.14
<i>Maximum Annual Average Emissions</i>	292.39	0.06	0	293.88
Total Amortized Emissions^(A)	13.92	0.003	0	13.99
Source: See CalEEMod Output in Appendix C. (A) Emissions amortized over 21 year-period (for year 2040).				

The SCAQMD recommends amortizing construction GHG emissions over a 30-year period however, since the GPU does not authorize any specific development project and future projects may not be implemented for several years or more, construction GHG emissions have been averaged over a 21-year period (for 2040). These values are likely an overestimate and therefore represents a conservative, worst-case estimate, since the rates used to compute the 2040 construction GHG emissions are based off emissions generated in the year 2019 and construction equipment emissions are likely to become less GHG intensive over time.

Operational Emissions. Operational GHG emissions associated with buildout of the WVSP were modeled using CalEEMod v2016.3.2 and are presented below in Table 11-8.

Table 11-8 Estimated Operational GHG Emissions under WVSP

Source	GHG Emissions (Metric Tons / Year) ^(A)			
	2040			
	CO ₂	CH ₄	N ₂ O	Total MTCO _{2e}
Area	91.2	0.02	0.0002	92.0
Energy	1,099.8	0.08	0.02	1,106.9
Mobile	6,552.3	0.25	0	6,558.4
Waste	159.4	9.4	0	395.0
Water	132.1	0.07	0.03	144.0
Total	8,034.8	9.8	0.05	8,296.3
Source: CalEEMod Output in Appendix C (A) The emissions estimated in CalEEMod are based upon an adjusted SCE carbon intensity metric assuming that the target 50 percent Renewable Portfolio Standard would be met in accordance with SB 350.				

Total GHG Emissions. To account for all potential GHG emissions generated through construction and operational activities occurring within the Planning Area under implementation of the WVSP, the amortized construction emissions calculated in Table 11-7 have been added to their respective yearly operational emissions presented in Table 11-8. The total GHG emissions associated with buildout of the WVSP are presented below in Table 11-9.

Table 11-9 Total GHG Emissions under WVSP

Source	GHG Emissions (MTCO ₂ e / Year)		
	Existing	2040	
		Buildout	Change from Existing
Area	8.5	92.0	+83.5
Energy	801.3	1,106.9	+305.6
Mobile	3,668.0	6,558.4	+2,890.4
Waste	109.9	395.0	+285.1
Water	125.1	144.0	+18.9
Amortized Construction	–	13.99	+13.99
Total	4,712.8	8,310.29	+3,597.49
SCAQMD “Bright-Line” Threshold	–	–	3,000
Exceed Threshold?	–	–	Yes
Service Population (SP) ^(A)	644	1,832	+1,188
MTCO ₂ e/yr/SP	7.3	4.5	-
Plan-Level Efficiency Threshold	–	2.6	–
Exceed Threshold?	–	Yes	–
Source: See Appendix C Note: Some totals may be off due to rounding. (A) Service population = population + employees.			

As shown in Table 11-9, buildout of the WVSP would result in a 3,597.49 MTCO₂e increase in GHG emissions from existing conditions. This is just over the SCAQMD “bright-line” threshold of 3,000 MTCO₂e, however, it would be inappropriate to use this threshold since the proposed Project being analyzed is a programmatic document. Instead, the total GHG emissions within the Plan area are evaluated on a per capita basis to determine if GHG emissions in the Planning Area would be consistent with the GHG reduction targets set forth in AB 32, SB 32, and Executive Order S-03-05.

As detailed above, the efficiency target for 2040 is 2.6 MTCO₂e/yr/Service Population (SP). Existing emissions and emissions under the WVSP would also not be consistent with the efficiency target for 2040.

How Existing Regulations and General Plan Policies Reduce Impacts

Many of the Existing Regulations and General Plan Policies listed in Table 19-6 in Chapter 19, Transportation and Circulation, to reduce trips and impacts on transportation and circulation, such as the City’s Trip Reduction and Transportation Demand Management Ordinance, would reduce GHG emissions. Table 11-10 contains relevant additional Existing Regulations and General Plan Policies that contain measures to reduce GHG emissions in both the GPU and WVSP Planning Areas. Column 1 lists each relevant regulation or General Plan goal or policy. Column 2 is a summary of the regulation and the text of the goals or policy. Column 3 answers the question, “How does the goal/policy avoid or reduce the potential impact?” Column 4 identifies the applicable CEQA significance criteria that is addressed by the goal/policy.

Table 11-10 Regulations and Proposed General Plan Policies to Avoid or Reduce Greenhouse Gas Emissions			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulation			
Part 11 of Title 24 Building Standards Code (CALGreen Code)	Encourage sustainable construction practices in: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
GPU – Land Use and Community Design Element			
Policy C-1.1: Complete Streets	Pursue and implement Complete Streets strategies to accommodate all users of different ages and abilities.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy LCD-9.1: Conservation	Encourage the use of building design and materials that conserve energy and material resources.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy LCD-9.2: Green Building Education	Encourage consultation with organizations, neighborhoods, developers, and businesses to offer green building educational programs.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy LCD-9.3: Sustainable Building Features	Require that development incorporate sustainability, including features that minimize energy and water use, limit carbon emissions, provide opportunities for local power generation and food production, and provide areas for recreation.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy LCD-9.5: City Sustainability	Perform energy consumption audits of City buildings, and create an environment that promotes energy-efficiency within repair, construction, and operation of City buildings.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand

Table 11-10 Regulations and Proposed General Plan Policies to Avoid or Reduce Greenhouse Gas Emissions			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy LCD-9.6: Vehicle Charging Station	Encourage the implementation of programs that support electric vehicle charging readiness Citywide. Permit the installation of electric vehicle charging stations on private property.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
GPU – Conservation, Open Space, and Recreation Element			
Policy COR-5.1: Reduce Energy	Implement regulations and provide incentives that require public and private developments to reduce energy use over the long term.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-5.2: Southern California Edison	Work with Southern California Edison to encourage residents and businesses to take advantage of any programs designed to reduce energy. Also provide such information on the City’s website.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-5.3: Efficient Design	Encourage energy-efficient design of all new projects (public and private), including appropriate structure orientation and the use of shade trees to maximize cooling and reduce fossil fuel consumption for heating and cooling.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-5.6: Water Conservation	Support the efforts of all water agencies serving Walnut to reduce water consumption at all times, not just during times of drought.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-5.8: Recycled Water	Support the expansion of recycled water use wherever feasible.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand

Table 11-10 Regulations and Proposed General Plan Policies to Avoid or Reduce Greenhouse Gas Emissions			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy COR-5.9: Gray Water	Explore the possibility of adopting gray water ordinances for municipal, business, and residential applications.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-6.1: Resource Conservation Education	Provide public information regarding resource conservation. Build on the City's Environmental Services Guide and other resource to make it easy for the public to make good decisions and access information and services regarding conservation.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-6.2: Water Conservation Education	Send educational information and notices to households and businesses with water prohibitions, water allocations, and conservation tips.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-10.1: Climate Change Laws	Find creative means to comply with State Laws addressing climate change.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-10.2: Coordination	Assure the City provides updated data to the Southern California Regional Governments to assist in updates to the Sustainable Communities Strategies and Regional Transportation Plan.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-10.3: Rooftop Solar Projects	Continue consistency with State Law requirements to efficiently process solar panel permits for small-scale residential and commercial business roof-top projects by removing discretionary planning permits or allowing approval over the counter.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-10.4: City Solar Panels	Encourage the installation of solar panels on all City facilities to minimize energy consumption and utility costs.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand

Table 11-10 Regulations and Proposed General Plan Policies to Avoid or Reduce Greenhouse Gas Emissions			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy COR-10.4: Solar Energy Systems	Encourage the use of solar energy systems or any other technology that similarly reduces the use of power from the grid in residential and commercial uses.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-10.5: Green Buildings	Require LEED or similar building efficiency certifications for all new public facilities and buildings, and encourage similar green building certifications for private development projects.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-10.6: Minimize Air Quality Impacts	Minimize air quality impacts of new development projects on established uses.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-10.7: Air Quality Goals	Ensure that land use and transportation plan support air quality goals, with new development projects reducing vehicle miles traveled and vehicle trips.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-10.8: Education Programs	Partner with regional agencies to establish public education programs that provide information on ways to reduce and control emissions and make clean air choices.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-10.9: Tree Plantings	Pursue tree planting programs with species that can help with carbon sequestration.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand
Policy COR-10.10: Alternative Fuels	Prioritize alternative fuel vehicles for City use. Incorporate alternative fuel charging stations into public and private development projects.	Helps reduce GHG emissions, meet GHG reduction and energy efficiency targets, and reduce energy demand.	(a) GHG emissions; (b) Conflict with plans or policies; (c) Energy demand

The GHG emissions resulting from buildout of the GPU and WVSP would be offset, in part, by implementation of the existing regulations (such as the CalGreen Code and the City’s Trip Reduction and Transportation Demand Management Ordinance) and new policies listed in Table 11-10. In addition, proposed changes to land use designations and zoning under the GPU and WVSP as well as proposed new development standards and design guidelines under the WVSP are designed to increase energy efficiency and to increase infill development and transit oriented development as well as the number of High Quality Transit Areas (HQTAs) (discussed in Chapter 19), thereby reducing trips. This will also further ensure that GHG emissions are reduced over time in the City. Future projects would be required to analyze project-specific and cumulative impacts as part of the standard environmental review process and apply specific mitigation, if necessary. However, it cannot be determined at this time whether or not feasible mitigation would be available for every potential development project. Therefore, impacts would be **significant and unavoidable**.

IMPACT GHG-2 Plan Consistency

CARB Scoping Plan. As discussed above, CARB’s *Scoping Plan* identifies strategies to reduce California’s GHG emissions in support of AB 32. Many of the strategies identified in the Scoping Plan are not applicable at the project- or plan-level, such as the cap and trade program or long-term technological improvements to reduce emissions from vehicles; however, some measures are generally applicable and supported by the proposed GPU and WVSP, such as energy efficiency. Also, while some measures are not directly applicable to the GPU and WVSP, the proposed Project would not conflict with their implementation. The Scoping Plan groups GHG reduction measures into 18 categories. The proposed Project’s consistency with the Scoping Plan is summarized in Table 11-11 below.

Table 11-11 Proposed Project Consistency with CARB Scoping Plan

Action	Supporting Measures	Consistency
Cap-and-Trade Program	--	Not Applicable. This Statewide program involves capping emissions from electricity generation, industrial facilities, and broad scoped fuels and does not directly apply to the proposed Project.
Light-Duty Vehicle Standards	T-1	Not Applicable. This Statewide measure establishes vehicle emissions standards and does not directly apply to the proposed Project.
Energy Efficiency	E-1	Consistent. The proposed Project would comply with all applicable state- and local-mandated energy efficiency measures for small expansion projects.
	E-2	
	CR-1	
	CR-2	
Renewables Portfolio Standard	E-3	Not Applicable. This Statewide measure establishes the minimum Statewide renewable energy mix and does not directly apply to the proposed Project.

Action	Supporting Measures	Consistency
Low Carbon Fuel Standard	T-2	Not Applicable. This Statewide measure establishes carbon intensity reduction standards for transportation fuels and does not directly apply to the proposed Project.
Regional Transportation-Related Greenhouse Gas Targets	T-3	Not Applicable. This measure establishes fleet-wide emissions reduction targets and measures applicable to vehicle manufacturing and maintenance throughout the State.
Vehicle Efficiency Measures	T-4	Not Applicable. This measure requires State agencies to implement vehicle efficiency measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5	Not applicable. This measure addresses goods movement efficiencies that do not directly apply to the proposed Project.
	T-6	
Million Solar Roofs Program	E-4	Consistent. This measure sets goal for use of solar systems throughout the State. The proposed Project does not include solar energy generation but includes policies to encourage the use of solar energy and would not conflict with implementation of this measure.
Medium- & Heavy-Duty Vehicles	T-7	Not Applicable. This measure addresses medium and heavy-duty truck efficiency measures and does not directly apply to the proposed Project.
	T-8	
Industrial Emissions	I-1	Not Applicable. These measures are applicable to large industrial facilities (> 500,000 MTCO ₂ e/yr) and other intensive uses such as refineries.
	I-2	
	I-3	
	I-4	
	I-5	
High Speed Rail	T-9	Not Applicable. This measure calls for a high efficiency, Statewide rail system.
Green Building Strategy	GB-1	Consistent. The proposed Project would comply with all applicable State- and local-mandated green building codes for small expansion projects.
High Global Warming Potential Gases	H-1	Consistent. The proposed Project is not a substantial source of high GWP emissions and will comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
	H-2	
	H-3	
	H-4	
	H-5	

Action	Supporting Measures	Consistency
	H-6	
	H-7	
Recycling and Waste	RW-1	Consistent. The proposed Project would comply with all City construction recycling and waste standards and would recycle a minimum of 50 percent of construction debris per State and City requirements.
	RW-2	
	RW-3	
Sustainable Forests	F-1	Not Applicable. This State measures applies to forest biomass and sequestration efforts.
Water	W-1	Consistent. Future development proposals will include use of low-flow fixtures and efficient landscaping per State requirements.
	W-2	
	W-3	
	W-4	
	W-5	
	W-6	
Agriculture	A-1	Not Applicable. The proposed Project is not an agricultural use.

In summary, the measures identified in the *Scoping Plan* would be enacted on a Statewide scale, and although the measures included may not be directly applicable to the project, rules and regulations resulting from the implementation of *Scoping Plan* measures would be realized even at a local level. These rules and regulations are provisions that development occurring under the GPU and WVSP would be required to comply with. Therefore, the GPU and WVSP, as well as development occurring under their implementation, would be consistent with the *Scoping Plan*.

SCAG 2016 RTP/SCS. As described previously, the 2016 RTP/SCS is a growth strategy and transportation plan whose primary intent is to demonstrate how the SCAG region will meet its GHG reduction target through the year 2040. Many of the measures included in the RTP/SCS are focused on: the expansion of, and access to, mass transit (e.g., light rail, commuter rail, bus rapid transit, etc.); planning growth around livable corridors; and locating new housing and job growth in high quality transit areas. Adoption of the proposed GPU and WVSP would support these goals, because it (1) encourages infill development and/or involves the revitalization of already developed areas, (2) has an existing, supporting transit infrastructure and enhances the use of this infrastructure, and 3) encourages the use of non-vehicular modes of transportation.

The City of Walnut is developed and land uses here have been long-time emitters of GHG emissions. Efficiency targets are currently exceeded under existing conditions. Nevertheless, buildout of the Walnut GPU is projected to result in a population that is eight percent greater than what is currently projected in the 2016 RTP/SCS, and emissions estimates indicate that efficiency targets would not be met. Therefore, the GPU and WVSP would not be consistent with the 2016 RTP/SCS and impacts would be **significant and unavoidable**.

IMPACT GHG-3 Energy Consumption

Short-term energy demand would result from construction activities occurring within the Planning Area throughout implementation of the GPU and WVSP. Short-term demand would include energy needed to power worker and vendor vehicle trips as well as construction equipment. Long-term energy demand would result from operation of businesses and land uses within Planning Areas, which would include activities such as lighting, heating and cooling of structures, etc. Operational energy demands would typically be the result of vehicle trips, electricity and natural gas usage, and water and wastewater conveyance.

However, the net increase in energy demand resulting from buildout of the GPU and WVSP would be offset by implementation of the existing regulations (such as the CalGreen Code) and new policies listed in Table 11-10 to increase energy efficiency. With implementation of these measures, buildout of the GPU and WVSP would not be expected to significantly increase energy demand.

11.2.4 Conclusions

Based on the analysis described above, existing regulations and policies and proposed changes under the GPU and WVSP would reduce GHG emissions under buildout of the GPU and WVSP. In addition, existing regulations and policies and proposed changes under the GPU and WVSP would ensure that the Project would have a less than significant impact on energy demand. Nevertheless, impacts associated with GHG emissions under the GPU and WVSP would remain **significant and unavoidable**, and the GPU and WVSP would not be consistent with the 2016 RTP/SCS due to GHG emissions which would also be a **significant and unavoidable** impact.

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
AB	Assembly Bill
ACC	Advanced Clean Cars
AQ	Air Quality
AQMP	Air Quality Management Plan
BAU	Business As Usual
BTU	British Thermal Unit
CA	California
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CAT	Climate Action Team
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH ₄	Methane
CNRA	California Natural Resources Agency
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalents
EE	Energy Efficiency
F	Fahrenheit
GHG	Greenhouse Gas(es)
GWh	Gigawatt-hours
GWP	Global Warming Potential
H ₂ S	Hydrogen Sulfide
HFCs	Hydrofluorocarbons
HR	Hour
HQTA	High Quality Transit Area
IPCC	Intergovernmental Panel on Climate Change
KBtu	Thousand British Thermal Units
KSF	Thousand Square Feet
KWH	Kilowatt-hours
LEV	Low Emission Vehicle
MGAL	Million Gallons (of water)
MPO	Metropolitan Planning Organization
MTCO ₂ e	Metric Tons of Carbon Dioxide Equivalents
MWhrs	Megawatt-hours
No.	Number
NOAA	National Oceanic and Atmospheric Administration
N ₂ O	Nitrous Dioxide
PFCs	Perfluorocarbons
ppb	Parts Per Billion
ppm	Parts Per Million
PRC	Public Resources Code
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF ₆	Sulfur Hexafluoride
SP	Service Population
SR	State Route
TDM	Transportation Demand Program
U.N.	United Nations
U.S.	United States
U.S. EPA	United States Environmental Protection Agency
V.	Version
VMT	Vehicle Miles Travelled
ZEV	Zero Emission Vehicle
Yr	Year
§	Section
° F	Degrees Fahrenheit

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12. HAZARDS AND HAZARDOUS MATERIALS

This EIR Chapter describes hazards and hazardous materials in the Planning Area. The Chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the GPU and WVSP, describes potential impacts that could result from the GPU and WVSP, and discusses goals, policies, and implementation programs that would avoid or reduce those potential impacts. The Chapter recommends Mitigation Measures as needed to reduce potentially significant impacts.

12.1 SETTING

For the environmental topics relevant to this EIR Chapter, the environmental and regulatory setting of the Planning Area with respect to hazards and hazardous materials is described in Chapter 5 (Hazards), of the ECR (City of Walnut 2017). Pursuant to Section 15150 of the CEQA Guidelines, the ECR is incorporated into the Draft Program EIR by reference and is available on the City's website at:

<http://www.cityofwalnut.org/for-residents/departments/community-development/planning-division/general-plan-update>

12.1.1 Environmental Setting

The Hazards Chapter of the ECR describes the existing conditions related to hazardous materials and airport hazards in the Planning Area, as summarized below.

(a) Hazardous Materials.

These major findings address the potential presence of hazardous materials within the Planning Area and analyze the potential risks these materials pose. Existing and potential problems related to hazardous materials include water and soil contamination, health hazards from existing or historical land uses that use or generate hazardous materials, and the improper disposal of hazardous materials by business, industry, and individual households.

- State and Federal Law require all businesses handling more than a specified amount of hazardous or extremely hazardous materials to submit a Hazardous Materials Business Plan to the local Certified Unified Program Agency (CUPA). The CUPA for the City of Walnut is the Los Angeles County Fire Departments Health Hazardous Materials Division (HHMD).
- There are three active Underground Storage Tank (UST) Facilities in Walnut and two locations on the U.S. EPA's Toxic Release Inventory. However, there are no contaminated sites on the U.S. EPA's National Priority List (NPL) nor are there any contaminated sites on the U.S. EPA's Superfund list per the Federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).
- The California State Water Resources Control Board (SWRCB) is required to report site contamination. There are no active site cleanup programs that occur within Walnut.
- A hazardous chemical release in the City of Walnut would most likely involve either transportation of chemicals by railroad or truck, use of chemicals at a business, or illegal

dumping of chemical waste (clandestine dumping). This risk is rated as a Moderate Priority Hazard in the 2004 City of Walnut's Multi-Jurisdictional Hazard Mitigation Plan.

- The LA County Fire Department implements the City of Walnut's Comprehensive Emergency Management Plan. This Plan addresses the City's responsibilities in emergencies associated with natural disasters, human-caused incidents, and technological incidents, including hazardous materials vulnerability and hazardous materials transport.

(b) Airport Hazards.

These major findings summarize existing information related to potential airport hazards and safety issues for people and property within the Overflight Zones:

- There are three airports within the vicinity of the Planning Area: Ontario International Airport, Brackett Field Airport (La Verne), and San Gabriel Valley Airport (El Monte). None of the Planning Area is located within the Influence Area Zones for these airports.
- The basic strategy for minimizing risks to people on the ground near airports is to limit the number of people who might gather in areas most susceptible to potential aircraft accidents by prohibiting/limiting certain non-compatible land uses. This generally includes limiting: buildings that serve people with limited:
 - mobility (e.g., children's schools, hospitals, nursing homes),
 - sensitive industrial uses
 - residential uses
 - public uses and uses that process/store hazardous or flammable materials (e.g., oil refineries, chemical plants).

12.1.2 Regulatory Setting

(a) Hazardous Materials.

The ECR Hazards Chapter describes the following regulatory setting related to hazardous materials.

Federal agencies that regulate hazardous materials include the U.S. Environmental Protection Agency (USEPA), Occupational Safety and Health Administration (OSHA), United States Department of Transportation (DOT), and National Institute of Health (NIH). The following Federal Laws and guidelines govern hazardous materials storage, handling, and remediation in the Planning Area:

- Occupational Safety and Health Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Comprehensive Environmental Response, Compensation, and Liability Act
- Guidelines for Carcinogens and Biohazards
- Superfund Amendments and Reauthorization Act Title III
- Resource Conservation and Recovery Act
- Toxic Substances Control Act

U.S. Environmental Protection Agency. The USEPA is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and local governments the responsibility for issuing permits and monitoring and enforcing compliance. EPA regulates chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protects workers and the community (along with California Occupational Safety and Health Administration [CalOSHA], see below); and integrating the Federal Clean Water Act and Clean Air Act into California Legislation.

Federal Occupational Safety and Health Administration. OSHA establishes and enforces Federal regulations related to health and safety of workers exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.

California Environmental Protection Agency/Office of Emergency Services. The California Environmental Protection Agency (Cal/EPA) establishes regulations governing the use of hazardous materials in the State to protect air, water, and soil. The Office of Emergency Services (OES) coordinates State and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.

California Department of Toxic Substances Control. The California Department of Toxic Substances Control (DTSC) regulates hazardous substances and wastes, oversees remedial investigations, protects drinking water from toxic contamination, and warns the public that could potentially be exposed to listed carcinogens.

California Highway Patrol/California Department of Transportation. The California Highway Patrol (CHP) and California Department of Transportation (Caltrans) have primary regulatory responsibility for the transportation of hazardous wastes and materials.

California Occupational Safety and Health Administration. The California Occupational Safety and Health Administration (CalOSHA) is responsible for promulgating and enforcing State health and safety standards and implementing Federal OSHA Laws. For example, CalOSHA's regulatory purview includes provisions to minimize the potential for release of asbestos and lead during construction and demolition activities.

Regional Water Quality Control Board. One of nine regional boards in the State, the Santa Ana Bay Regional Water Quality Control Board (RWQCB) protects surface and groundwater quality from pollutants discharged or threatened to be discharged to the Waters of the State. The RWQCB issues and enforces National Pollutant Discharge Elimination System (NPDES) permits and regulates leaking underground storage tanks and other sources of groundwater contamination.

South Coast Air Quality Management District. The South Coast Air Quality Management District (SCAQMD) regulates the demolition of buildings and structures that may contain asbestos. The SCAQMD is vested with the authority to regulate airborne pollutants through both inspection and law enforcement, and is to be notified 10 days in advance of any proposed demolition or abatement work.

Los Angeles County Department of Environmental Health. The Los Angeles County Department of Environmental Health operates the Household and Small Business Hazardous Waste Collection Program.

Los Angeles County Fire Department. The Los Angeles County Fire Department implements the California Fire Code with local amendments (the City has adopted the Los Angeles county Fire Code). The Los Angeles County Fire Department also implements the City of Walnut Comprehensive Emergency Management Plan. This Plan addresses the City's responsibilities in emergencies associated with natural disaster, human-caused incidents, and technological incidents, including hazardous materials vulnerability and hazardous materials transport. It defines the primary and support roles of the City of Walnut agencies and departments in after-incident damage assessment and reporting requirements. The Plan also provides a framework for response and recovery coordination between the City and local, State, and Federal Agencies. The Plan:

- (1) Conforms to the State-mandated Standardized Emergency Management System (SEMS) and restructures emergency response in compliance with the Federal Emergency Management Agency (FEMA) Incident Command System (ICS);
- (2) Establishes response policies and procedures to provide the City clear guidance for planning;
- (3) Details steps necessary to protect lives and property;
- (4) Outlines coordination requirements;
- (5) Provides the basis for unified training and response exercises. The Plan also meets the requirements of Los Angeles County's policies on emergency response and planning.

The Los Angeles County Fire Department also operates the Community Emergency Response Team (CERT) program. The Program trains and certifies members of the public in basic emergency response and organizational skills, including light fire suppression, hazardous materials awareness, first aid, light search and rescue techniques, and disaster response assistance.

Los Angeles County Fire Department, Health Hazardous Materials Division (HHMD). The HHMD requires a business plan to be prepared, submitted, and implemented by any business handling hazardous materials or a mixture containing a hazardous material. The HHMD requires business plans for all hazardous waste generators, regardless of quantity generated, and for any business that uses quantities of hazardous materials, including insecticides, fungicides, rodenticides, and Class I explosives.

Environmental Site Assessment (ESA) Procedures. A Phase I ESA is the initial investigation phase of a process established by the American Society for Testing and Materials Standards (ASTM), cited by the Superfund Clean-Up Act of 1998, as adequate due diligence by new purchasers of properties or their lenders prior to site development. Phase I ESAs must be completed prior to property development by private parties to establish that the buyer has exercised due diligence in purchasing the site. If a Phase I ESA indicates evidence of site contamination, a Phase II ESA would be required prior to site development. The Phase II ESA

includes collection of original samples of soil, groundwater, or building materials to measure and analyze quantities of various contaminants. The most frequent substances tested for are petroleum hydrocarbons, heavy metals, pesticides, solvents, asbestos, and mold. Appropriate cleanup levels for each contaminant, based on current and planned land use, would be determined in accordance with professional procedures adopted by the lead jurisdictional agency (e.g., DTSC, RWQCB, SCAQMD, CUPA). At sites near ecological receptors, such as sensitive plant or animal species that could be exposed to hazardous materials, cleanup levels would be determined according to the jurisdictional agency's adopted standards.

(b) Airport Hazards.

The City of Walnut is not within the sphere of influence or Airport Planning Area of any airports. The closest commercial airport, Ontario International, is approximately 12 miles from the City of Walnut. Brackett Field, the closest public airport, is over 8 miles from the City of Walnut to the northeast.

12.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts related to hazards and hazardous materials that could result from the GPU and WVSP, and discusses the City's Goals, Policies, and Implementation programs that would avoid or reduce those potential impacts. The Section also recommends Mitigation Measures as needed to reduce significant impacts.

12.2.1 Significance Criteria

Based on the CEQA Guidelines,¹ implementation of the GPU and WVSP would have a significant impact related to hazards and hazardous materials if it would:

- (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- (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;
- (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- (d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;
- (e) For a project located within an airport Land Use Plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in or outside the Planning Area;
- (f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in or outside the Planning Area;

¹CEQA Guidelines, Appendix G, Items VIII (a) through (h).

- (g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or
- (h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

There are no private or public airports near the Planning Area (criteria [e] and [f]). Therefore, significance criteria pertaining to private airstrips or public airports are not discussed further in this EIR.

12.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to hazards and hazardous materials followed this basic sequence:

- (1) The ECR was evaluated to identify existing environmental conditions and problems related to hazards and hazardous materials, including the regulatory framework that applies to these issues.
- (2) The CEQA Statute and Guidelines including Appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the Program EIR. In part, this process resulted in the significance criteria listed in subsection 12.2.1 above.
- (3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR, Chapter 3, Project Description), was analyzed to identify goals, policies, implementation programs (“policies” for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.
- (4) For potential environmental impacts that would result from the GPU and WVSP, Mitigation Measures were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible Mitigation Measures cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

12.2.3 Environmental Impacts

Potential Impacts of Future Development under the GPU and WVSP

Development associated with the GPU and WVSP would involve the temporary use and transport of fuels, lubricating fluids, solvents and other hazardous materials that have the potential to be spilled.

Increased development adjacent to open space would also potentially increase the risk of wildfire and could affect emergency response.

How Existing Regulations and General Plan Policies Reduce Impacts

Table 12-1 lists all relevant existing regulations and proposed General Plan policies displayed in Column 1. Column 2 contains the text of the policy. Column 3 answers the question, “How does the policy avoid or reduce the potential impact?”

The actions in Column 3 are intended to be applied consistently. The verb “ensures” means that the policy is sufficient to guarantee the result identified in the policy. The verb “helps” means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, “helps” is used for a policy that can be applied to avoid or reduce a wide range of potential impacts. Column 4 links existing regulations and proposed General Plan policies to hazards and hazardous materials significance criteria.

Table 12-1 Existing Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Hazards and Hazardous Materials			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulation			
U. S. Environmental Protection Agency	EPA regulates chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protecting workers and the community.	Helps ensure potential hazardous materials impacts are minimized, including accidental releases, through interagency coordination.	(a) Routine transport or disposal of hazardous resources; (b) Hazardous materials release; (c) Hazardous materials near schools; (d) Cortese List Site
Federal Occupational Safety and Health Administration.	The Federal Occupational Health and Safety Administration (OSHA) establishes and enforces Federal regulations related to health and safety of workers exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.	Helps ensure potential hazardous materials impacts are minimized, including accidental releases, through interagency coordination.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools; (d) Cortese List Site
California Environmental Protection Agency/Office of Emergency Services.	The California Environmental Protection Agency (Cal/EPA) establishes regulations governing the use of hazardous materials in the State to protect air, water, and soil. The Office of Emergency Services (OES) coordinates State and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.	Helps ensure potential hazardous materials impacts are minimized, including accidental releases, through interagency coordination.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools; (g) Interfere with emergency response plan; (h) Wildland fire hazard
California Department of Toxic Substances Control	The California Department of Toxic Substances Control (DTSC) regulates hazardous substances and wastes, oversees remedial investigations, protects drinking water from toxic	Helps ensure potential hazardous materials impacts are minimized, including accidental releases, through interagency coordination, focused investigations of potentially contaminated sites, and remedial action plans.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools; (d) Cortese List Site;

Table 12-1 Existing Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Hazards and Hazardous Materials			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
			(g) Interfere with emergency response plan; (h) Wildland fire hazard
California Highway Patrol/California Department of Transportation	The California Highway Patrol (CHP) and California Department of Transportation (Caltrans) have primary regulatory responsibility for the transportation of hazardous wastes and materials.	Helps ensure the safe transport of hazardous materials through the least vulnerable areas. Helps avoid the potential for accidental releases in residential areas.	(a) Hazardous materials transport or disposal
Environmental Site Assessment (ESA) Procedures	A Phase I ESA is the initial investigation phase of a process established by the American Society for Testing and Materials Standards (ASTM), cited by the Superfund Clean-Up Act of 1998, as adequate due diligence by new purchasers of properties or their lenders prior to site development. Phase I ESAs must be completed prior to property development by private parties to establish that the buyer has exercised due diligence in purchasing the site.	Ensures that all development proposals will be evaluated for potential hazardous materials impacts consistent with ESA procedures.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools
Los Angeles County Fire Department	The Los Angeles County Fire Department also implements the City of Walnut Comprehensive Emergency Management Plan. This Plan addresses the City's responsibilities in emergencies associated with natural disaster, human-caused incidents, and technological incidents, including hazardous materials vulnerability and hazardous materials transport. The Plan also provides a framework for response and recovery coordination between the City and local, State, and Federal agencies.	Helps ensures potential hazardous materials impacts are minimized, including accidental releases. Helps ensure emergency evacuation procedures are followed during disaster events.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools; (g) Emergency evacuation plan

Table 12-1 Existing Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Hazards and Hazardous Materials			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Certified Unified Program Agency (CUPA) Los Angeles County Fire Department, Health Hazardous Materials Division (HHMD)	The HHMD requires a business plan to be prepared, submitted, and implemented by any business handling hazardous materials or a mixture containing a hazardous material. The HHMD requires business plans for all hazardous waste generators, regardless of quantity generated, and for any business that uses quantities of hazardous materials, including insecticides, fungicides, rodenticides, and Class I explosives.	Helps ensures potential hazardous materials impacts are minimized, including accidental releases, through interagency coordination.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools; (d) Cortese List Site
GPU - Community Facilities and Infrastructure Element			
Policy CFI-8.7: Hazardous Waste	Work with providers and businesses to provide convenient hazardous and e-waste facilities for the community.	Helps ensure hazardous wastes are transported and disposed of properly.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools
GPU - Public Safety Element			
Policy PS-2.1: Wildfire Hazards	Minimize the intensity of new residential development in the Very High Fire Hazard Severity Zone.	Helps reduces risk of wildfire spread from structures to other structures because of less intensive development.	(h) Wildland fire hazard
Policy PS-2.6: Fuel Modification	Continue to monitor and require short-term and long-term maintenance of fuel modification Zones and vegetation clearance for hillside development, public road, and private roads in an adjacent to areas designated as Very High Fire Hazard Severity Zones.	Helps ensure that risks of wildfire spreading into developed areas is minimized.	(h) Wildland fire hazard
Policy PS-2.7: Roadway Vegetation Clearance	Requires developing a program that requires on-going maintenance of vegetation clearance on public and private roads within residential hillside areas, and in the Very High Fire Hazard Severity Zone.	Helps ensure that risks of wildfire spreading into developed areas is minimized.	(h) Wildland fire hazard
Policy PS-2.8:	Consult with fire agencies after major fire events to	Helps ensure that the risk of large	(h) Wildland fire hazard

Table 12-1 Existing Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Hazards and Hazardous Materials			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
After Major Wildfire	evaluate and plan for future preventative measures, such as increased buffer Zones.	wildfires is minimized.	
Policy PS-2.9: Water System Adequacy	Maintain adequate water pressure, fire flow, and water storage capabilities to meet required fire flow pressures. Work with water agencies to maintain long-term integrity of water supplies and related infrastructure systems.	Helps ensure that the City's fire suppression capabilities meet minimum requirements.	(h) Wildland fire hazard
Policy PS-2.10: Fire Flow	Consult with the City Fire Department when reviewing new residential developments to ensure those projects meet minimum fire-flow requirements per State and Los Angeles County Fire Codes.	Helps ensure that the City's fire suppression capabilities meet minimum requirements.	(h) Wildland fire hazard
Policy PS-4.2: Hazard Mitigation Plan	Continue to implement the City of Walnut Multi-Jurisdictional Hazard Mitigation Plan, and update the Plan on a regular basis.	Helps ensure the safe transport of hazardous materials through the least vulnerable areas. Helps avoid the potential for accidental releases in residential areas.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release
Policy PS-4.11: Consultation with OEM	Consult with the County of Los Angeles Office of Emergency Management for all emergency planning and disaster response needs.	Helps the City respond to any emergencies pertaining to hazardous waste use, transport, or disposal.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools
Policy PS-5.1: Hazardous Materials Handling	Ensure the safe handling, storage, and transportation of hazardous materials Citywide.	Helps ensure the safe handling, storage, and transportation of hazardous materials Citywide.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools
Policy PS-5.2: Coordination	Coordinate with regional agencies that assist in protecting the public from hazardous materials exposure.	Helps ensure the safe handling, storage, and transportation of hazardous materials Citywide.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools
Policy PS-5.3:	Require the proper storage and disposal of	Helps ensure the safe handling,	(a) Hazardous materials

Table 12-1 Existing Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Hazards and Hazardous Materials			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Proper Storage and Disposal	hazardous materials to prevent leakage, potential explosions, fire, or the release of harmful fumes. Maintain information channels to the residential and business communities about the illegality and danger of dumping hazardous material and waste into the storm drain system and creeks.	storage, and transportation of hazardous materials Citywide.	transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools
Policy PS-5.4: Household Hazardous Waste Collection	Explore and implement efficient, economical, and convenient ways to offer household hazardous waste collection for residents in partnership with the City's solid waste contractor and the County. Coordinate with the Los Angeles County Public Works and other agencies to provide household hazardous waste and e-waste collection events.	Helps ensure the safe handling, storage, and transportation of hazardous materials Citywide.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools
Policy PS-5.5: Monitoring	Work with appropriate authorities to ensure the safe handling of hazardous materials, including the monitoring of facilities that use, store, or handle hazardous materials.	Helps ensure the safe handling, storage, and transportation of hazardous materials Citywide.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools
Policy PS-5.6: Train Transport	Consult with Los Angeles County agencies and LACFD to properly address train transport and other hazards planning in the event of a train accident.	Helps ensure the safe handling, storage, and transportation of hazardous materials by rail Citywide.	(a) Hazardous materials transport or disposal; (b) Hazardous materials release; (c) Hazardous materials near schools
Policy PS-5.6: BKK Landfill	Continue to monitor and consult with federal and state agencies involved in the cleanup of the BKK landfill site. Continue to monitor and review future development projects at the landfill site.	Helps ensure no releases of contaminants from the BKK landfill site that could affect the City's public health or water quality.	(b) Hazardous materials release

12.2.4 Conclusions

In most cases, no one Goal, Policy, or Implementation measure (“policy” for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic. This conclusion is consistent with the purpose and use of a program EIR for a General Plan (see EIR Project Description, Chapter 3).

Based on the methodology described above, impacts related to hazards and hazardous materials would be **less than significant** (see criteria [a] through [d], [g], and [h] in subsection 12.2.1, “Significance Criteria,” above). No mitigation is required. Criteria [e] and [f] do not apply since the City is not located within 2 miles of a public airport and is not in the Planning Area for any airport Land Use Plan.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
ASTM	American Society for Testing Materials
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Emergency Response, Compensation, and Liability Act
CERT	Community Emergency Response Team
CHP	California Highway Patrol
CUPA	Certified Unified Program Agency
DOT	Department of Transportation
DTSC	Department of Toxic Substances Control
ECR	Existing Conditions Report
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
GPU	General Plan Update
HHMD	Health Hazardous Materials Division
ICS	Incident Command System
LACFD	Los Angeles County Fire Department
NIH	National Institutes of Health
NPL	National Priority List
OEM	Los Angeles County Office of Emergency Management
OES	Office of Emergency Services
OSHA	Occupational Safety and Health Administration
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SEMS	Standardized Emergency Management System
SWRCB	California State Water Resources Control Board
USEPA	U.S. Environmental Protection Agency
UST	underground storage tank
WVSP	West Valley Specific Plan

References Cited

City of Walnut
2017 General Plan Existing Conditions Report. Walnut, CA.

13. HYDROLOGY AND WATER QUALITY

This EIR Chapter describes existing hydrology and water quality conditions in the Planning Area. The Chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the GPU and WVSP, describes potential impacts, and discusses goals, and policies that would avoid or reduce those potential impacts.

13.1 SETTING

The environmental and regulatory setting of the Walnut Planning Area with respect to hydrology and water quality is described in Chapter 5 (Hazards) and Chapter 8 (Utilities) of the General Plan EIR (City of Walnut 2016). Pursuant to Section 15150 of the State CEQA Guidelines, the Existing Conditions Report (ECR) is incorporated into the Draft Program EIR by reference. The EIR is available at the City's website at:

<http://www.cityofwalnut.org/for-residents/departments/community-development/planning-division/general-plan-update>

13.1.1 Environmental Setting

Major findings of the EIR relevant to hydrology and water quality are described below.

- According to the Walnut Valley Water District's Urban Water Management Plan (Walnut Valley Water District 2016), the City of Walnut has a semi-arid, Mediterranean climate with mild winters, warm summers, and moderate rainfall consistent with interior coastal Southern California. Most rainfall occurs during November through January and annual precipitation averages 12 inches.
- The City of Walnut is within the San Gabriel Valley Groundwater Basin. This groundwater basin is comprised of alluvial fan deposits formed by outflow from the San Gabriel Mountains.
- According to the City's Watershed Management Plan (City of Walnut 2014):
 - The City's storm drain system is comprised of 644 City-owned catch basins and 142 Los Angeles County Flood Control-owned catch basins.
 - Most City storm drain system outlets flow directly into Reach 1 of San Jose Creek.
 - One storm drain outfall originates from the City's Walnut Creek Wash watershed as an underground storm drain that empties north of the City into a storm drain system within unincorporated Los Angeles County.
 - Unlike other creeks and streams within the greater Los Angeles region, Lemon and Snow Creeks within the City of Walnut are primarily open (not underground or culverted), and primarily contain non-cemented substrates and banks allowing for groundwater interaction and a more natural hydrologic regime in the landscape. Both Lemon and Snow Creeks flow within or alongside public parks

within Walnut. Lemon Creek drains out of the western portion of the City and originates from the San Jose Hills. It then flows south to the confluence with Reach 1 of San Jose Creek. Alternatively, Snow Creek originates near the intersection of Grand Avenue and Temple Avenue and flows south along Grand Avenue to immediately south of Snow Creek Park. Snow Creek then connects to an underground reinforced concrete box (RCB) culvert, which connects directly to Reach 1 of San Jose Creek near the intersection of Somerset Drive and Valley Boulevard.

- o There are two major classes of pollutants: point source and non-point source. Point-source pollutants (PS) can be traced to their original source and are discharged directly from pipes or spills. Raw sewage discharging directly into a stream is an example of a point-source water pollutant. Non-point-source pollutants (NPS) cannot be traced to a specific original source. NPS pollution is caused by precipitation runoff collecting natural and human-made pollutants before depositing them into various watersheds, including: lakes, rivers, wetlands, coastal waters, and even underground sources of drinking water. NPS pollutants include but are not limited to:
 - Excess fertilizers, herbicides, and insecticides from agricultural lands and residential areas;
 - Oil, grease, and toxic chemicals from urban runoff;
 - Sediment from improperly managed construction sites, crop and forest lands, and eroding stream banks;
 - Salt from irrigation practices; and
 - Bacteria and nutrients from livestock, pet wastes, and faulty septic systems.

Pollutants of primary concern for the City of Walnut are summarized in Table 13-1.

Table 13-1. Pollutants of Primary Concern within the City of Walnut Watersheds

Water Body¹	Primary Pollutant of Concern
San Jose Creek Reach 1	Ammonia Coliform bacteria pH Total Dissolved Solids (TDS) General toxicity
San Gabriel River Reach 3	Indicator bacteria
San Gabriel River Reach 2	Coliform bacteria Cyanide Lead
Walnut Creek Wash	Indicator bacteria pH Toxicity to benthic invertebrates
Notes: ¹ Water bodies are on California's 2012 303(d) list for the pollutants indicated (SWRCB 2017).	

- A variety of agencies and organizations are involved in water management and conservation in the watersheds of Los Angeles County. Water resource conservation partners for the City of Walnut include Walnut Valley Water District, Southern California Water District, Suburban Water Systems, Rowland Water District, and Los Angeles County Flood Control District.

13.1.2 Regulatory Setting

The ECR discusses the following regulatory setting relevant to hydrology and water quality. Water in California is managed by a complex network of Federal and State regulations. This Section outlines and briefly summarizes the various Federal, State, and regional agencies, laws, and regulatory policies related to domestic water management, water quality, and water resource protection.

See EIR Chapter 8 (Biological Resources) for additional Federal and State regulations. EIR Chapter 20 (Utilities and Service Systems), discusses water-supply related issues.

FEDERAL

Clean Water Act

The Federal Clean Water Act (1972) (CWA) is the primary Federal Law that protects the quality of the nation's surface waters, including lakes, rivers, aquifers, and coastal areas. The CWA focuses on the protection of surface water, but certain sections also apply to groundwater. Under the CWA, EPA sets national standards and effluent limitations, and delegates many regulatory responsibilities to the California State Water Resources Control Board (SWRCB). The CWA established a permit system based on the concept that all discharges into the nation's waters are unlawful unless specifically authorized. The CWA contains several provisions to protect water quality, including Sections 303(c)(2)(B), 303(d), 401, 402(p), and 404, and the Toxics Rule. Section 303(d) is discussed briefly below.

CWA Section 303(d).

Section 303(d) of the 1972 Federal Clean Water Act requires that states develop a list of water bodies that do not meet water quality standards, establish priority rankings for waters on the List, and develop action plans, called Total Maximum Daily Loads (TMDLs), to improve water quality. The list of impaired water bodies is revised periodically (typically every two years). Many entities provide data to the SWRCB to compile the 303(d) List and to develop TMDLs.

Water bodies within the City of Walnut's watersheds that are on California's 2012 303(d) List are shown in Table 13-1 above (SWRCB 2017).

STATE

State Department of Water Resources

The Department of Water Resources (DWR) is responsible for the management and regulation of water usage, including the delivery of water to two-thirds of California's population through the nation's largest State-built water development and conveyance system, the State Water Project. Working with other agencies and the public, DWR develops strategic goals, and near-term and long-term actions, to conserve, manage, develop, and sustain California's watersheds, water resources, and management systems. DWR also works to prevent and respond to floods, droughts, and catastrophic events that would threaten public safety, water resources and management systems, the environment, and property.

State Water Resources Control Board

The State Water Resources Control Board and the nine regional boards protect water quality and allocate surface water rights in the State of California. The City of Walnut is under the jurisdiction of the Regional Water Quality Control Board (RWQCB) Region 4 (Los Angeles Region).

Regional Water Quality Control Board Region 4

Regional Water Quality Control Board (RWQCB) Region 4 (Los Angeles Region) regulates stormwater quality under authorities of the Federal CWA and California's Porter-Cologne Water Quality Control Act. The RWQCB issues National Pollutant Discharge Elimination System (NPDES) permits to dischargers of municipal and industrial stormwater runoff and operators of large construction sites.

Municipal Regional Stormwater NPDES Permit

On November 8, 2012, the RWQCB adopted Order R4-2012-0175 (Waste Discharge Requirements for Municipal Separate Storm Sewer System) (MS4) Discharges within Coastal Watersheds of Los Angeles County (MS4 Permit). Order R4-2012-0175 became effective on December 28, 2013 and serves as the NPDES permit for coastal watershed stormwater and non-stormwater discharges originating from the Los Angeles County Region. The permit covers the land areas in the Los Angeles County Flood Control jurisdiction, unincorporated areas of Los Angeles County, and 84 cities within the County of Los Angeles. The City of Walnut is included in the MS4 Permit as a permittee under Order R4-2012-0175.

In coordination with permittees under MS4 Permit, RWQCB staff perform annual performance reviews and evaluations of the City's stormwater management program and NPDES compliance activities.

LOCAL

Standard Urban Stormwater Mitigation Plan (SUSMP) and Los Angeles County Department of Public Works Hydrology Manual (2006)

The Los Angeles County Department of Public Works Hydrology Manual (2006) contains the SUSMP that applies to development and re-development projects within Los Angeles County. The SUSMP includes TMDLs for pollutants in CWA Section 303(d) contains Best Management

Practices (BMPs) for managing stormwater quality during construction projects. The Los Angeles County Department of Public Works Hydrology Manual also contains design techniques for storm drain systems.

City of Walnut Municipal Code Article IV. Floodplain Management

Title II (Building and Building Regulations) Chapter 6 (Buildings) Article IV (Floodplain Management) Sections 6-43 (General Provisions) and 6-44 (Administration) of the Code outlines provisions that require the identification of floodplains (described as “Flood-Prone Areas”) by the Floodplain Administrator and requires obtaining a “Development Permit” to initiate the process of determining whether development may occur within a floodplain. The Floodplain Administrator has the ability to administer and enforce the Floodplain Ordinance by “granting or denying development permits in accord with its provisions.” Section 6-45 of the Code also includes provisions for flood hazard reduction. Buildings, including subdivisions, that successfully obtain a Development Permit must use materials that protect construction from damaging effects of floodwater.

13.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts related to hydrology and water quality that could result from the GPU and WVSP, and discusses the goals, policies, and implementation programs that would avoid or reduce those potential impacts.

13.2.1 Significance Criteria

Based on the CEQA Guidelines¹, the implementation of the City of Walnut GPU and WVSP would have a significant impact related to hydrology and water quality if it would:

- (a) Violate any water quality standards or waste discharge requirements;
- (b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- (c) Substantially alter the existing drainage pattern of the Planning Area or vicinity, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation in or outside the Planning Area;
- (d) Substantially alter the existing drainage pattern of the Planning Area or vicinity, including through the alteration of the course of a stream or river, or substantially increase the rate of amount of surface runoff in a manner which would result in flooding in or outside the Planning Area;
- (e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

¹CEQA Guidelines, Appendix G, Issues IX (a) through (j).

- (f) Otherwise substantially degrade water quality;
- (g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- (h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- (i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- (j) Expose people or structures to a significant risk of loss, injury, or death resulting from inundation by seiche, tsunami, or mudflow.

13.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to hydrology and water quality followed this basic sequence:

- (1) The General Plan ECR was evaluated to identify existing environmental conditions and problems related to hydrology and water quality, including the regulatory framework that applies to these issues.
- (2) The CEQA Statute and Guidelines, including Appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 13.2.1 above.
- (3) The GPU Policy Document, including the associated development capacity assumptions (see EIR, Chapter 3, Project Description), was analyzed to identify goals, policies, implementation programs (“policies” for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.
- (4) For potential environmental impacts that would result from the GPU and WVSP, Mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

13.2.3 Environmental Impacts

Potential Impacts of Future Development under the GPU

Future buildout under the GPU and WVSP has the potential to increase urban runoff from residential, commercial, and industrial land uses as well as transportation associated with these land uses. New development may increase pollutant loading in downstream waters. Additionally, accidents, poor site management, or negligence by property owners and tenants

can result in accumulation of pollutant substances in parking lots and loading and storage areas, and/or result in contaminated discharges directly into the storm drain system.

Significant changes in drainage patterns are typically caused by on/off-site erosion and siltation, or by the addition of large structures within a floodplain. Long-term development is unlikely to significantly impact existing drainage due to the City of Walnut's existing urbanization and stormwater infrastructure. However, short-term development activities could potentially result in erosion and siltation impacts to the City's watershed. Siltation is generally associated with pre-construction activities, including site grading and/or vegetation removal. Extensive earth-moving via grading and vegetation removal could alter existing drainage and runoff particulate loads, particularly if soil is exposed to precipitation without typical barriers to reduce runoff (vegetated or otherwise). Vegetation removal reduces natural soil stabilization, leading to increased risk of particulate matter being swept into runoff and subsequent waterways. If runoff is not diverted effectively through landscaped areas or similar places where runoff may settle prior to discharge, there is a potential for runoff to cause scouring and erosion of open land that could generate silt and sediment that could negatively impact downstream waters.

Impacts associated with flooding are primarily related to the construction or placement of structures in areas prone to flooding, including a 100-year flood Zone.

How Existing Regulations and General Plan Policies Reduce Impacts

Table 13-2 contains relevant Existing Regulations and General Plan Policies that relate to hydrology and water quality. Column 1 (Objective) lists each Regulation and General Plan Goal, Policy, and Implementation Program ("policy" for short), organized by the General Plan Element, that addresses the potential impact identified in Table 13-2. Column 2 is a summary of the regulation and the text of the policy. Column 3 answers the question, "How does the regulation/policy avoid or reduce the potential impact?" Column 4 identifies the applicable significance criteria that is addressed by the regulation/policy.

The actions in Column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts.

Referring to Column 3 in the following tables, a reference to "requires construction" means that implementation of the policy might result in construction-related impacts related to, for example, construction traffic, noise, or dust. These potential impacts are addressed below.

Table 13-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Hydrology and Water Quality			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulations			
Federal Clean Water Act	The Federal Clean Water Act (1972) is the primary Federal law that protects the quality of the nation's surface waters, including lakes, rivers, aquifers, and coastal areas. The Clean Water Act (CWA) focuses on the protection of surface water, but certain sections also apply to groundwater.	Ensures that municipalities protect water quality.	(a) Exceed water quality standards; (f) Degrade water quality
Porter-Cologne Water Quality Control Act	Regional Water Quality Control Board Region 4 (Los Angeles) regulates stormwater quality under authorities of the Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act. The RWQCB oversees municipal separate storm sewer systems.	Ensures that municipalities protect water quality.	(a) Exceed water quality standards; (c) Alter drainage; (f) Degrade water quality
Municipal Regional Stormwater NPDES Permit	The Municipal Regional Stormwater NPDES Permit contains waste discharge requirements for Municipal Separate Stormwater System 4, for both storm and non-stormwater discharges. The intent of the permit is to protect general water quality and that of receiving water bodies from pollutants and to mitigate for existing pollutants.	Ensures that municipalities protect the water quality of receiving water bodies as well as mitigate for existing and potential water pollution.	(a) Exceed water quality standards; (b) Deplete groundwater; (c) Alter drainage; (d) Increase runoff rate; (e) Exceed stormwater system capacity or add sources of polluted runoff; (f) Degrade water quality
Los Angeles County Department of Public Works Hydrology Manual (2006)	The Los Angeles County Department of Public Works Hydrology Manual (2006) contains the Standard Urban Stormwater Mitigation Plan (SUSMP) that applies to development and re-development projects within Los Angeles County. It also includes TDMLs for pollutants per Section 303 of the Clean Water Act and BMPs for managing stormwater quality during construction.	Ensures that municipalities have a stormwater mitigation plan for development. Ensures compliance with Clean Water Act TDML limits on pollution during construction.	(a) Exceed water quality standards; (f) Degrade water quality

Table 13-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Hydrology and Water Quality			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
City of Walnut Municipal Code Article IV. Floodplain Management	Article IV of the City of Walnut Municipal Code contains provision for identifying floodplains and sets up an administrative process for project plans within floodplains. Article IV also outlines provisions for flood hazard reduction and requirements for using materials that can withstand flooding.	Ensures development within floodplains is planned to withstand floods and not contribute to degrading watersheds or other infrastructure.	(f) Degrade water quality; (g) Housing in flood hazard area; (h) Impede or redirect flood flows; (i) Expose people or structures to flooding
General Plan Update			
GOAL COR-3.1 Preserve and Enhance	Aims to conserve and/or enhance existing waterways as well as "natural" riparian areas with the aim of providing valuable wildlife habitat, flood control, and groundwater recharge.	Ensures that existing water features within the City are protected or restored to higher ecological and hydrological function.	(a) Exceed water quality standards; (c) Alter drainage; (d) Increase runoff rate; (f) Degrade water quality
GOAL COR-3.2 Green Improvements	Outlines a consultation procedure with the Los Angeles County Flood Control District to aim for improvements to stormwater and green infrastructure, to remove particulate pollutants from runoff draining into San Jose Creek.	Ensures that stormwater and green infrastructure are improved to remove pollutants from the watershed.	(a) Exceed water quality standards; (c) Alter drainage (d) Increase runoff rate; (e) Exceed stormwater system capacity or add sources of polluted runoff (f) Degrade water quality
Policy COR-3.5 Creek Cleanup	Encourages cooperation with local volunteer groups to aid in restoration and pollution reduction efforts.	Has potential to restore ecological and hydrological function to reaches of the City's creeks, as well as pollution reduction.	(a) Exceed water quality standards; (f) Degrade water quality
Policy COR-3.6 Education for Property Owners	Outlines procedure for the City of Walnut to provide education materials to property owners whose properties include creeks to show them the benefits of creek restoration and proper management practices/.	Has potential to restore ecological and hydrological function to reaches of the City's creeks, as well as pollution reduction.	(a) Exceed water quality standards; (f) Degrade water quality
Policy COR-5.6 Water Conservation	Aims to "support the efforts of all water agencies serving Walnut to reduce water consumption at all times, not just during times of drought."	Helps protect water supplies to the City of Walnut and greater Los Angeles region.	(b) Deplete groundwater
Policy COR-5-7	Will allow new development if a long-term plan to	Ensures new development does not	(b) Deplete groundwater

Table 13-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Hydrology and Water Quality			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Water Supply	supply water to the project is available.	significantly impact water supply.	
Policy COR-5.8 Recycled Water	Will “support the expansion of recycled water use wherever possible and feasible.”	Ensures greater water supply protection, especially in times of drought.	(b) Deplete groundwater
Policy COR-5.9 Gray Water	Outlines a desire on part of the City of Walnut to “explore the possibility of adopting gray water ordinances for municipal, business, and residential applications.”	Helps ensure greater water supply protection, especially in times of drought.	(b) Deplete groundwater
Policy COR-6.2 Water Conservation Education	Outlines a desire by the City of Walnut to “send education information and notices to households and businesses with water prohibitions, water allocations, and conservation tips.”	Helps ensure greater water supply protection, especially in times of drought.	(b) Deplete groundwater
Policy COR-6.3 Demonstration Programs	Declares the City’s consideration of reducing water waste in garden and parks as they are enhanced through the use of drought-tolerant and native and non-invasive plants.	Helps ensure greater water supply protection, especially in times of drought.	(b) Deplete groundwater
Policy COR-7.1 Green Infrastructure	Would require stormwater discharge pollution removal plans to include vegetated treatment systems and other similar “green” designs.	Ensures that stormwater and green infrastructure are improved to remove pollutants from the watershed.	(a) Exceed water quality standards; (c) Alter drainage; (d) Increase runoff rate; (e) Exceed stormwater system capacity or add sources of polluted runoff
Policy COR-7.2 Groundwater Infiltration	Would “update Zoning and building requirements to require innovative design methods to increase pervious surfaces and maximize water infiltration into the San Gabriel Valley groundwater basin.”	Ensures that future development will protect local groundwater resources.	(b) Deplete groundwater; (c) Alter drainage; (d) Increase runoff rate; (e) Exceed stormwater system capacity or add sources of polluted runoff
Policy CFI-3.1 Long Term Provision	Provides impetus for the City of Walnut to “consult with public serves and private utility companies to assure the long-term provision of water, wastewater, solid waste, electricity, natural gas and telecommunications services Citywide.”	Ensures new development does not significantly impact water supply.	(b) Deplete groundwater

Table 13-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Hydrology and Water Quality			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy CFI-4.1 Quality and Reliable Water System	Reiterates the City of Walnut’s desire to “continue to identify ways to improve the level of service, reliability, quality, and life cycle of the local potable and expanded recycled water storage and distribution systems.”	Ensures greater water supply protection, especially in times of drought.	(b) Deplete groundwater
Policy CFI-4.2 Maintenance	Provides impetus for the City of Walnut to “consult with the four water service providers to ensure that water and recycled water delivery systems are maintained.”	Ensures new development does not significantly impact water supply to the area and ensures greater water supply protection, especially in times of drought.	(b) Deplete groundwater
Policy CFI-4.3 Coordination with Water Providers	Provides impetus for the City of Walnut to “coordinate with three water service agencies in their planning and infrastructure process to ensure that the City continues to have adequate supply for current needs and future growth.”	Ensures greater water supply protection, especially in times of drought.	(b) Deplete groundwater
Policy CFI-6.1 Storm Water and Drainage System	Provides impetus for the City of Walnut to implement BMPs to manage stormwater to avoid overloading the drainage system and reduce pollutants within the watershed.	Ensures that stormwater and green infrastructure are improved to remove pollutants from the watershed.	(a) Exceed water quality standards; (c) Alter drainage; (d) Increase runoff rate; (e) Exceed stormwater system capacity or add sources of polluted runoff; (f) Degrade water quality
Policy CFI-6.3 Storm Water Runoff	Reiterates the City of Walnut’s desire to “minimize the impact of development on the City’s drainage system by reducing the amount of impervious surface associated with new development and encouraging low impact design features or landscaping that captures runoff.”	Ensures that stormwater and green infrastructure are improved to remove pollutants from the watershed.	(a) Exceed water quality standards; (c) Alter drainage; (d) Increase runoff rate; (e) Exceed stormwater system capacity or add sources of polluted runoff; (f) Degrade water quality

Table 13-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Hydrology and Water Quality			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy CFI-6.4 National Pollutant Discharge Elimination System (NPDES)	Outlines the need to comply with requirements of NPDES as well as encourages the retention of stormwater.	See comment for Municipal Regional Stormwater NPDES Permit	(a) Exceed water quality standards; (b) Deplete groundwater; (c) Alter drainage; (d) Increase runoff rate; (f) Degrade water quality
Policy CFI-6.5 Local Creeks	Reiterates the City of Walnut’s desire to “develop and implement management plans that provide appropriate management strategies and natural landscaping of local creeks.”	Ensures that stormwater and green infrastructure are improved to remove pollutants from the watershed.	(a) Exceed water quality standards; (c) Alter drainage; (d) Increase runoff rate; (f) Degrade water quality
Policy LCD-1.5 Sustainability	Promotes, among other things, a reduction in water usage.	Ensures greater water resource supply, especially in times of drought.	(b) Deplete groundwater
Policy C-6.4 Green Streets	Encourages “‘green street’ strategies to improve stormwater quality and protect the environment, including local creeks.”	Ensures that stormwater and green infrastructure are improved to remove pollutants from the watershed.	(a) Exceed water quality standards; (c) Alter drainage; (d) Increase runoff rate; (e) Exceed stormwater system capacity or add sources of polluted runoff

13.2.4 Conclusions

Violations of water quality standards due to runoff from the operation and management of construction projects under the GPU and WVSP can be prevented through the continued implementation of existing regional water quality regulations and through successful implementation of the City's local water quality control standards imposed on applicable development projects. The proposed GPU and WVSP would not interfere with the implementation of water quality regulations and standards. The policies that address water quality and urban runoff in Table 13-2 are geared toward reducing pollutant loads in runoff and to ensuring that the rate of runoff is not increased.

NPDES regulations applicable to the Planning Area are designed to reduce NPS pollutant loads through implementation of BMPs and other control measures that minimize or eliminate pollutants from urban runoff, thereby protecting downstream water resources. The City implements NPDES provisions through the requirements of its MS4 permit, which is applicable to all portions of the City. BMPs include structural and non-structural measures to reduce pollutant sources and loads, and reduce the rate of runoff. These measures include educational programs. Commercial and industrial development is also subject to annual inspections to ensure implementation of BMPs and educational programs.

With implementation of all of these measures, water quality impacts due to point sources and NPS pollutants are less than significant. With the implementation of existing regulations and the City's policies and development standards related to protection of the City's water supply, impacts on groundwater would also be less than significant. Finally, the City's floodplain management ordinance and policies would minimize the risk of impacts to safety and property from flooding.

In most cases, no one goal, policy, or implementation measure ("policy" for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the regulations and policies listed in Table 13-2 will result in a less-than-significant impact on hydrology and water quality. This conclusion is consistent with the purpose and use of a program EIR for a General Plan (see EIR Introduction, Chapter 1). Based on the methodology described above, the GPU and WVSP impacts related to hydrology and water quality would be ***less than significant***. No mitigation is required.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
BMP	Best Management Practice
CEQA	California Environmental Quality Act
CWA	Clean Water Act
DWR	Department of Water Resources
EIR	Environmental Impact Report
GPU	General Plan Update
MS4	Municipal Separate Storm Sewer System
NPDES	National Pollutant Discharge Elimination System
NPS	Non-Point Source
PS	Point Source
RCB	Reinforced Concrete Box
RWQCB	Regional Water Quality Control Board
SUSMP	Standard Urban Stormwater Management Plan
SWRCB	State Water Resources Control Board
TDS	total dissolved solids
TMDL	Total Maximum Daily Load
UWMP	Urban Water Management Plan
WVSP	West Valley Specific Plan

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14. LAND USE AND PLANNING

This EIR Chapter describes existing land use and planning in the City of Walnut. The Chapter also includes a discussion of the regulatory framework necessary to evaluate potential environmental impacts resulting from the GPU and WVSP, describes potential impacts that could result from the plans, and discusses goals, and policies that would avoid or reduce those potential impacts, if any.

14.1 SETTING

The environmental and regulatory setting of the City of Walnut with respect to land use and planning is described in detail in the City of Walnut Population, Housing, Land Use and Aesthetics Chapter of the ECR (City of Walnut 2017a). The ECR is available website at:

<http://www.cityofwalnut.org/home/showdocument?id=7155>

14.1.1 Environmental Setting

The Environmental Setting is organized into the following Sections:

- Planning Area
- Existing Land Uses
- Urban Structure and Form
- Existing General Plan
- Existing Zoning Districts
- Habitat and Community Conservation Planning

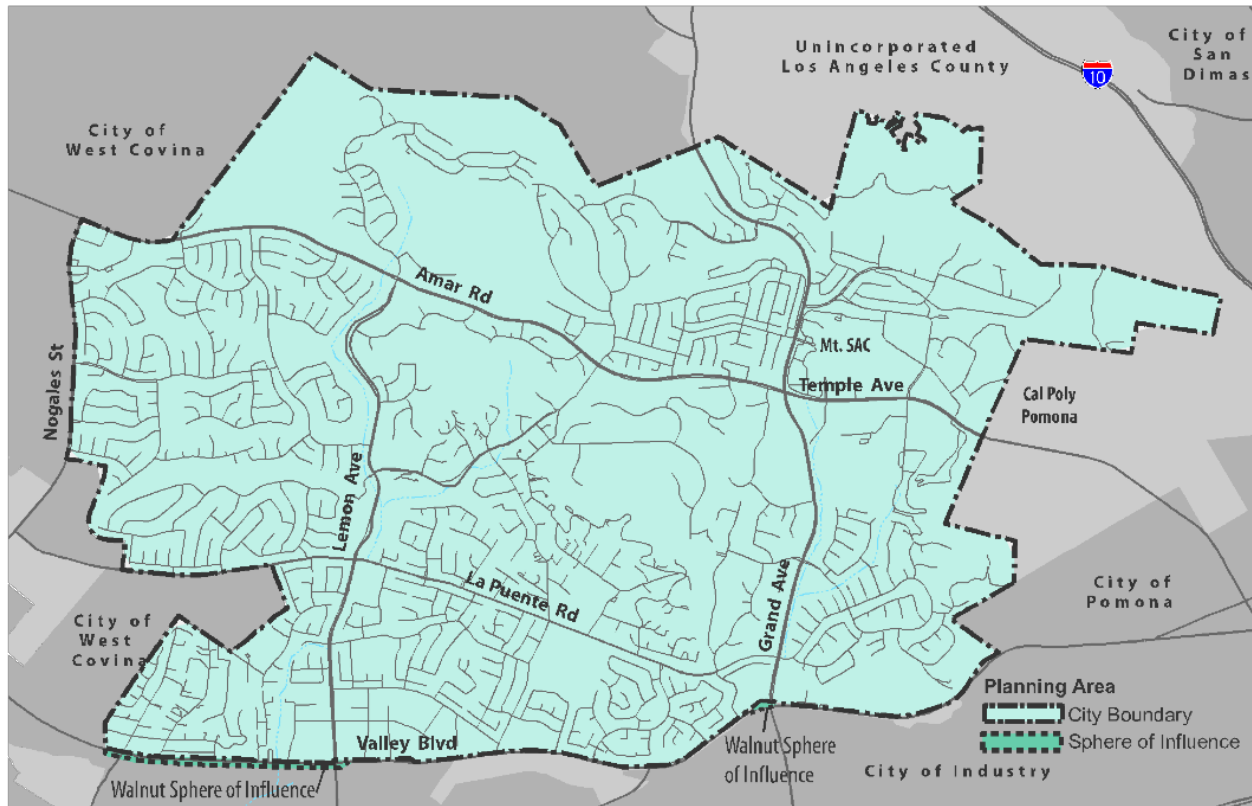
Planning Area

The City of Walnut encompasses 8.9 square miles in southwestern Los Angeles County, approximately 25 miles east of downtown Los Angeles. The Walnut GPU and WVSP Planning Area covers the entire City and two (2) small spheres of influence along Valley Boulevard primarily located within the street right-of-way. The City is located adjacent to the Cities of Diamond Bar, Industry, West Covina, San Dimas, and Pomona, and it is located next to California State Polytechnic University, Pomona. No freeways traverse the City limits, as the City is located south of Interstate 10, north of State Route 60, and west of State Route 57. The Planning Area includes the entire incorporated area of the City and two (2) small areas within the sphere of influence along Valley Boulevard at the south end of the City (Figure 14-1).

Existing Land Use

The City of Walnut has 9,428 parcels occupying 4,979.7 acres (Table 14-1). Residential development accounts for 58.4% of the total land area. Commercial and industrial land use accounts for 4.2%. Public and institutional land uses account for 12.2%. Approximately 19.3% of the City is open space and park lands. Currently, vacant lands account for 5.9% of Walnut.

Figure 14-1: Planning Area



Source: Land Use and Community Design Element (City of Walnut 2017)

Table 14-1 Existing Land Use Distribution (2017)

Land Use		Number of Parcels	Acreage	Percent of Total (Acreage)
Residential	Single-Family	8,758	2,894.9	58.1%
	Multi-Family (Condos)	45	6.7	0.1%
	Multi-Family (Senior Condos)	154	6.5	0.1%
	Multi-Family (Apartments)	2	5.2	0.1%
	Total	8,959	2,913.3	58.4%
Commercial/ Industrial	General Commercial	103	84.7	1.7%
	Office	26	22.4	0.5%
	Light Industrial	79	97.5	2.0%
	Total	208	204.6	4.2%
Parks/Open Space	Developed Park	16	73.5	1.5%
	Open Space (Public)	106	878.8	17.6
	Open Space (Easement)	3	7.7	0.2%
	Total	129	960.0	19.3%
Public Facilities/ Institutional	Public Facilities	27	66.4	1.3%
	Mt. San Antonio College	3	391.5	7.9%
	Public Schools	12	112.2	2.3%
	Religious Institutions	16	37.0	0.7%
	Total	58	607.1	12.2%
Vacant Lands		78	294.7	5.9%
Grand Total		9,428	4,979.7	100.0%

Source: Land Use Element (City of Walnut 2017b)

The City has adopted the following Specific Plans for several areas around the City. These Specific Plans would not be rescinded under the GPU or WVSP.

Specific Plan #1 (Timberline). Specific Plan #1 was adopted by the City Council in 1981 and includes a gross area of 636 acres comprised of open space and single-family residential homes.

Snow Creek Village Specific Plan. The Snow Creek Village Specific Plan was adopted in January 2001 and provides for the orderly development of 37.7 acres with a mix of residential housing, senior assisted living, and commercial uses. The residential component comprises 15.9 acres of low-density single-family homes. The senior assisted living land use designation includes 6.5 acres with 15.3 acres of general commercial retail/restaurant uses.

Walnut Grove Senior Housing Specific Plan. The Walnut Grove Senior Housing Specific Plan was adopted in July 2001 and is comprised of 6.4 acres developed with 108 age-restricted attached condominiums.

Francesca Mixed-Use Specific Plan. The Francesca Mixed-Use Specific Plan was adopted in March of 2008 and is comprised of non-contiguous lots totaling 3.23 acres. This area was approved for age-restricted senior housing condominiums and general, neighborhood, and retail commercial uses.

Walnut Esplanade Specific Plan. The Walnut Esplanade Specific Plan was approved in January 2015 and is comprised of 1.12 acres of detached single-family dwelling units.

Specific Plan #3 (Cornerstone). Specific Plan #3 was adopted by the City Council in May 2015. Specific Plan #3 is a land use plan intended to facilitate new mixed-use development in a key corridor of the City. The 11.37- acre area is comprised of both attached 67 townhomes and 31 single-family detached dwelling units and permits neighborhood commercial, office, retail, and restaurant uses.

San Jose Hills Road Residential Specific Plan. The San Jose Hills Road Residential Specific Plan was adopted in March of 2017. The Specific Plan is a 116,250 square-foot area that was approved for 20 single-family dwelling units.

Urban Structure and Form

The City of Walnut has a relatively uniform community-wide design that is typical of post-1970s suburban bedroom communities in the southwest United States. The maximum building height limit for all Zones is thirty-five feet. Characteristics of the community include the overwhelming pre-dominance of single-family residential uses with detached one and two-story ranch, bungalow, or Mediterranean-style single-family tract homes, interspersed with small-scale one-story commercial neighborhood-oriented centers populated with “formula retail” establishments on key arterial intersections. While mixed-use Zones do exist, no vertical mixed-use projects have been constructed.

The City of Walnut was intentionally created to be predominantly a bedroom community and the urban structure and form of the City reflect this fact. The emphasis is on detached single-family neighborhoods; other land uses are oriented to be compatible with, or to serve the needs of, the residents living in the single-family homes. The age of development can roughly be divided between pre-World War II, post-war, and after the 1970s. Lot sizes also vary; the average lot size for single-family properties in Walnut is 0.33 acre, or 14,400 square-feet. The smallest lots generally are 5,000 square-feet in size and can be found in the west side of the City in the neighborhoods surrounding the streets of Camino de Gloria and Camino de Teodoro. The

largest lots are located in the neighborhoods of Hunter Hills Estates, Ridge Estates, and Timberline.

Most of the City was developed during the 1980s as Residential Planned Developments (RPD). Given Walnut's existing terrain, extensive grading was required to make the necessary pads buildable. RPD's were created by separate development companies, thus retaining some diversity among them. However, within each subdivision common features include rectangular lots, cul-de-sacs, and houses in close proximity of neighborhood-defining parks and/or public schools. Newer developments such as the Three Oaks neighborhood contain open spaces, partly due to mandatory fuel modification Zones, which reflect increased concern regarding wildfire.

Commercial uses include restaurants, personal services, retail, and grocery stores. An analysis of the commercial shopping centers of Walnut was performed by Stanley R. Hoffman Associates, ("Commercial Shopping Center Inventory Analysis"). The analysis was performed on the following shopping centers found in the City: (1) The Village (west of Grand Avenue); (2) The Village at Snow Creek (east of Grand Avenue); (3) Walnut Hills Village; (4) Mount San Antonio Center; (5) Walnut Hills Plaza; and (6) Lemon Creek Village. In addition, two competitor shopping centers located in the City of Industry were also analyzed: (7) The Marketplace; and (8) Marketplace East. The centers inventoried in Walnut total an estimated 537,800 square-feet, including retail and non-retail (such as financial, personal services, education, medical, and fitness establishments). Almost all of Walnut's industrial land uses are located on parcels along Lemon Avenue and Valley Boulevard. Low-impact light industrial uses such as light manufacturing are the predominant types of industrial businesses. These buildings are well-maintained and the surrounding public infrastructure is adequate for the levels of activity.

In the WVSP area, auto repair/services represent the predominant uses. Of the 55 parcels that front West Valley Boulevard, 23 parcels have auto repair service businesses. The First Southern Baptist Church of Walnut occupies a large parcel comprising nearly 10% of the land area in the WVSP area. The multi-tenant small shopping center at 19737-19751 West Valley Boulevard provides the only commercial services in the area. Due to the auto-oriented nature in the area, the building facades of one-story buildings have wide bay doors and loading docks that face the street. Many buildings cannot be accessed without first entering a parking area. The combination of uses and visual character gives the area an industrial look, even though the area is Zoned for commercial use. Vacant properties are scattered throughout the WVSP area. The City has established a monument sign on eastbound Valley Boulevard and also at the corner of Norman Ashley Park.

Existing General Plan

The existing General Plan was adopted in 1978. Revisions were made to the Land Use Element, most recently, in 1999 where the City amended it in the Land Use Element to utilize the Specific Plan process to allow for residential uses in commercial areas, provided that a minimum of 25% of the units are made affordable. The Recreation/Open Space Map had a minor revision in 1987. Furthermore, the most recent Housing Element was adopted in February 2014 and covers 2013-2021.

Existing Zoning

The City's Zoning Code implements General Plan Policies via detailed development regulations, such as specific use types and building standards. Although the purpose and intent of Zoning is

different from the General Plan, State Law requires that Zoning be consistent with the Maps and Policies identified in the General Plan.

The following summarizes the existing Zoning categories in the City:

- One Family Residential Zone (R-1): The R-1 Zone category is established to provide for residential areas to be developed exclusively for one family dwelling(s). Additional uses, necessary and incidental to single-family development, are also permitted. R1 classifications account for 1,349 acres (27%) of the lands in the City.
- Limited Multiple Residential Zone (R-2): The R-2 Zone is intended for one or more family dwelling units on lots with a minimum area of 8,000 square-feet. Currently, there are no areas in the City under this designation.
- Multiple Family Residential Zone (R-3): The R-3 Zone is intended to provide for the development of multiple family dwellings, apartment houses, group houses and other similar buildings. There are three acres (less than 0.1%) of the City under this designation.
- Residential Planned Development Zone (RPD): The RPD Zone is intended to ensure orderly planning and quality design that will be in harmony with the existing or potential development of the surrounding neighborhood. The Zone designates the Zoning regulations for the accompanying project, sets specific development standards, and ensures that Zoning and the General Plan are consistent. More than half of the City is under this Zoning designation reflecting the importance of planned developments in Walnut's history; there are about 2,910 acres (about 59%) under this designation.
- Commercial and Professional Office Zone (C-P): The C-P Zone is established to provide areas for the development of certain business and professional offices and related uses in locations within or in close proximity to residential areas where such uses can conveniently serve the public. There are just under 7 acres (0.1%) under this designation.
- Light Commercial Zone (C-1): The C-1 Zone is established to provide for restricted neighborhood retail commercial and residential needs. Business and professional offices and limited retail stores and single-family residences are permitted. Provisions are included to allow public educational institutions and the establishment of necessary public service facilities. Thirteen acres (0.3%) of the City are under this designation.
- Heavy Commercial Zone (C-3): The C-3 Zone is established to provide for a community's commercial needs. This Zone can be used as the business center in areas where a wide range of retail and service establishments are needed to accommodate the surrounding community. There are 117 acres (2.3%) of the City covered under this designation.
- Light Manufacturing Zone (M-1): The M-1 Zone is established to provide for integrated light manufacturing areas and the use of land by industrial enterprises which are compatible with each other. Commercial uses are also permitted to be integrated into the industrial area. About 2.4% (120 acres) are under this designation.

- Miscellaneous Zones: The Zoning Code also contains the CEM Cemetery Zone and Civic Center Area, none of which are depicted on the City's Zoning Map.

The Specific Plan #1 area, in the northeastern corner of the City, is also included in the Zoning Map and covers about 340 acres (6.9%) of the City. Additionally, 100 acres (2.0%) of the City are lands associated with the Cal Poly Pomona campus.

Habitat and Community Conservation Planning

Currently, the City of Walnut is not within an active regional Habitat Conservation Plan nor a Natural Community Conservation Plan.

14.1.2 Regulatory Setting

State

General Plan Law (California Government Code Section 65300). California Government Code Section 65300 regulates the substantive and topical requirements of General Plans. State Law requires each City and County to adopt a General Plan "for the physical development of the County or City, and any land outside its boundaries which bears relation to its planning." The California Supreme Court has called the General Plan the "constitution for future development." The General Plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private.

Since the General Plan affects the welfare of current and future generations, State Law requires that the plan take a long-term perspective (typically 15 to 25 years). The General Plan projects conditions and needs into the future, and establishes long-term policy for day-to-day decision-making.

Policies of the General Plan are intended to guide most land use decisions. Pursuant to State Law, subdivisions, capital improvements, development agreements and many other land use actions must be consistent with the adopted General Plan. In Counties and general Law Cities, Zoning regulations and specific plans are required to conform to the General Plan. In addition, by preparing, adopting, implementing and maintaining the General Plan, a City or County puts in place a policy framework that:

- Serves to identify the community's land use, circulation, environmental, economic and social goals and policies as they relate to land use and development;
- Provides a basis for local government decision-making, including decisions on development approvals and exactions;
- Provides residents and other community members with opportunities to participate in the planning and decision-making processes of their communities; and
- Informs residents, developers, decision-makers and other cities and counties of the ground rules that guide development within a particular community.

State Law requires General Plans to address seven mandatory Elements (or topics): land use, circulation, housing, conservation, open space, noise, and safety. Jurisdictions may also adopt

additional Elements that cover topics outside the seven mandated Elements (such as economic development and historic preservation). In addition to including mandatory Elements, a General Plan must be internally consistent; as described by State Law, policy conflicts cannot exist, either textual or diagrammatic, between the components of a General Plan. Different policies must be balanced and reconciled within the plan. The internal consistency requirement has five dimensions:

- Equal Status among Elements. All Elements of the General Plan have equal legal status.
- Consistency between Elements. All Elements of a General Plan, whether mandatory or optional, must be consistent with one another.
- Consistency within Elements. Each Element's data, analyses, goals, policies and implementation programs must be consistent with, and complement, one another.
- Area Plan Consistency. All principles, goals, objectives, policies, and plan proposals set forth in an area or community plan must be consistent with the overall General Plan.
- Text and Diagram Consistency. The General Plan's text and its accompanying diagrams are integral parts of the plan. They must be in agreement.

General Plan Guidelines (California Government Code Section 65301). Section 65301 of the California Government Code requires a General Plan to address the geographic territory of the local jurisdiction and any other territory outside its boundaries that bears relation to the planning of the jurisdiction. The jurisdiction may utilize judgment in determining what areas outside of its boundaries to include in the planning area. The State of California General Plan Guidelines State that the Planning Area for a City should include (at minimum) all land within the City limits and all land within the City's sphere of influence. The City of Walnut has two (2) small areas outside of its City limits to the south that is included in its sphere of influence.

Specific Plan Law (California Government Code Section 65451). California Government Code Section 65451 regulates the substantive and topical requirements of specific plans. A specific plan is a tool for the systematic implementation of the General Plan and similar to Zoning regulations, it establishes a link between implementing policies of the General Plan and individual development proposals. A specific plan differs from Zoning in that it applies to a defined geographic area and has tailored development regulations. A Specific Plan may be as general as setting forth broad policy concepts, or as detailed as providing direction on every facet of development, from the type, location, and intensity of uses to the design and capacity of infrastructure. The City has utilized the specific plan process for projects that have produced affordable units, reduced setbacks and parking standards, and increased densities that would have otherwise not been allowed.

Local Agency Formation Commission (LAFCO). The Local Agency Formation Commissions (LAFCOs) are independent regulatory commissions created to control the boundaries of cities and most special districts. The legislative backing for LAFCOs was administered through a complicated series of Statutory Laws. The three enabling acts included the Knox-Nisbet Act, the Municipal Organization Act, and the District Reorganization Act. These Acts were subsequently streamlined into the Cortese-Knox Local Government Reorganization Act of 1985 (detailed below).

LAFCOs have a range of duties but fundamentally exist to function as regulatory bodies to control City and special district boundaries and use their planning powers to influence land use. LAFCOs are restricted to making indirect land use decisions primarily to approve or deny logical and timely boundary changes in local governmental boundaries. LAFCOs are also responsible for conducting special studies to review ways to reorganize, simplify and streamline governmental structure and preparing a sphere of influence for each City and special district within each County.

Local

City of Walnut Municipal Code.

The City of Walnut Municipal Code includes Chapter 25 (Zoning). These Zoning designations establish how properties can be used, developed and subdivided, and they set forth permitting processes for project review.

14.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts related to land use and planning that could result from the GPU and WVSP, and discusses goals and policies that would avoid or reduce those potential impacts. The Section also recommends mitigation measures, as needed, to reduce significant impacts.

14.2.1 Significance Criteria

Based on the CEQA Guidelines¹, implementation of the GPU and WVSP would have a significant impact related to land use and planning if it would:

- (a) Physically divide an established community; or
- (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the General Plan, Specific Plan, Local Coastal Program, or Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- (c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

14.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to land use and planning followed this basic sequence:

- (1) The ECR, among other documents, including the most recent Zoning Map, were evaluated to identify existing environmental conditions and problems related to land use and planning, including the regulatory framework that applies to these issues.

¹ CEQA Guidelines, Appendix G, Issue X (a) through (c).

(2) The CEQA Statute and Guidelines, including Appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 14.2.1 above.

(3) The GPU and WVSP were analyzed to identify goals and policies (“policies” for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the GPU and/or WVSP, Mitigation Measures were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

14.2.3 Environmental Impacts

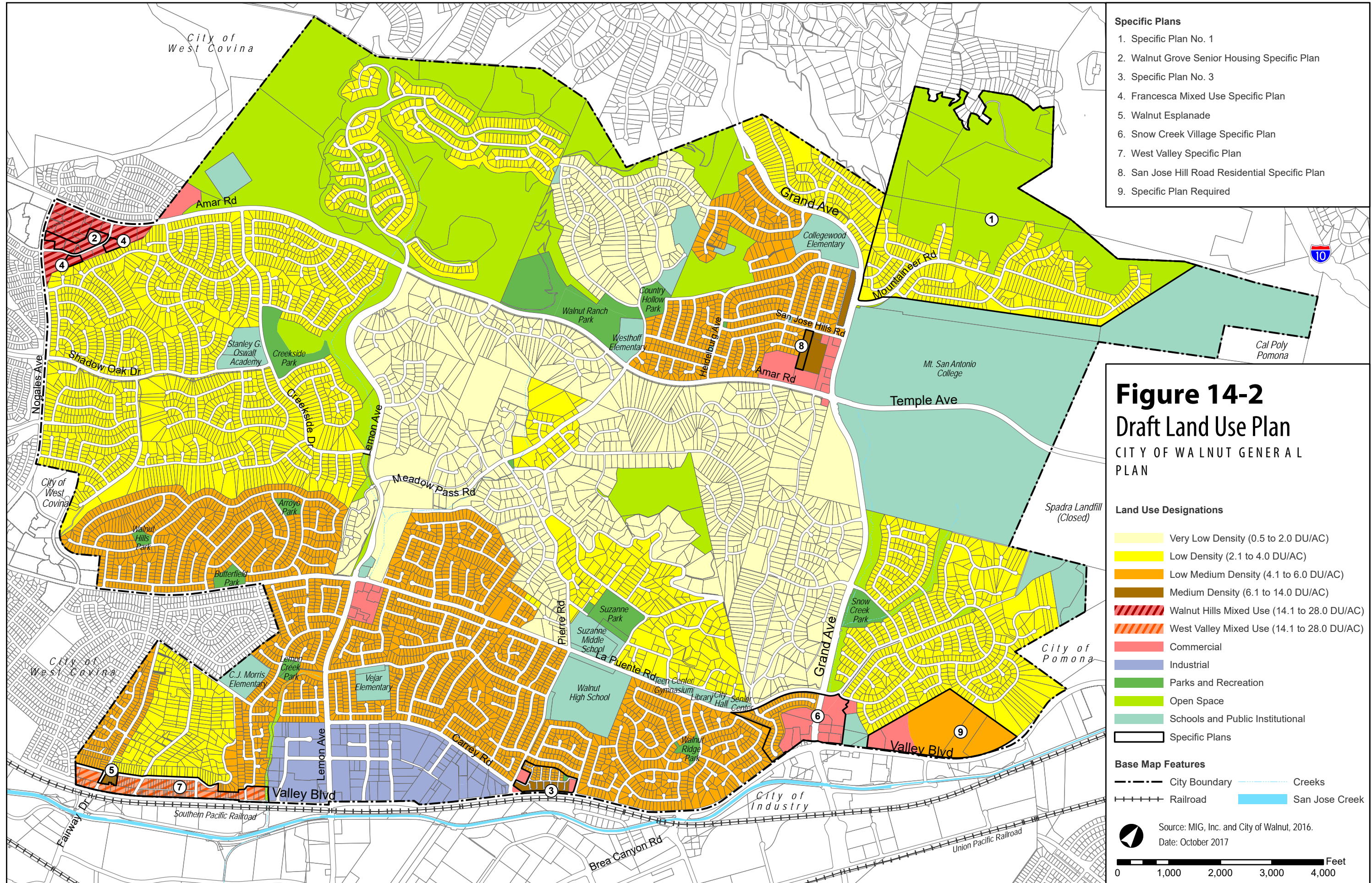
Potential Impacts of Future Development under the GPU and WVSP

Land use designations will change under the GPU (see proposed changes in land use designations in Table 14-2) to better align with the Zoning Map. The proposed updated Land Use Plan for the City is shown in Figure 14-2. Proposed changes in land use designations would remain consistent with the existing General Plan Goals and Policies and would enhance achievement of those Goals and Policies.

Low density residential would comprise approximately one-quarter of the land in the City (26.5%) followed by very low density residential (18.9%) and Low Medium Density (16.6%). Open space will comprise about 16.3% of the City while schools and public institutions will comprise 13.4%. The two mixed-use areas, combined, will account for a little over one percent of the land in the City (1.1%).

Table 14-2 also shows the level of intensity and/or density allowed under the updated General Plan. For residential land uses, the units provided are in density units per acre (DU/AC) while commercial and industrial areas are described using percent lot coverage. The percent lot coverage is determined by dividing the gross floor area of all buildings on a lot by the land area of that lot.

The land use changes identified in the GPU would not divide an established community because they do not authorize any specific construction project, development plan, or other land-altering activity that could potentially divide a community. The GPU would not indirectly lead to the division of an established community, as the changes would not trigger the development of major new infrastructure (such as major roads or freeways, power easements or water conveyance facilities) which could physically divide existing developed areas of the City.



- Specific Plans**
1. Specific Plan No. 1
 2. Walnut Grove Senior Housing Specific Plan
 3. Specific Plan No. 3
 4. Francesca Mixed Use Specific Plan
 5. Walnut Esplanade
 6. Snow Creek Village Specific Plan
 7. West Valley Specific Plan
 8. San Jose Hill Road Residential Specific Plan
 9. Specific Plan Required

Figure 14-2
Draft Land Use Plan
 CITY OF WALNUT GENERAL PLAN

- Land Use Designations**
- Very Low Density (0.5 to 2.0 DU/AC)
 - Low Density (2.1 to 4.0 DU/AC)
 - Low Medium Density (4.1 to 6.0 DU/AC)
 - Medium Density (6.1 to 14.0 DU/AC)
 - Walnut Hills Mixed Use (14.1 to 28.0 DU/AC)
 - West Valley Mixed Use (14.1 to 28.0 DU/AC)
 - Commercial
 - Industrial
 - Parks and Recreation
 - Open Space
 - Schools and Public Institutional
 - Specific Plans

- Base Map Features**
- City Boundary
 - Railroad
 - Creeks
 - San Jose Creek
- Source: MIG, Inc. and City of Walnut, 2016.
 Date: October 2017
- 0 1,000 2,000 3,000 4,000 Feet

Table 14-2 Proposed Land Use Plan Update Summary

Land Use Designations	Acres	Percent of Total Acres	Residential Density/ Commercial Intensity
Very Low Density Residential	943.24	18.9%	0.5 to 2.0 DU/AC
Low Density Residential	1,316.79	26.5%	2.1 to 4.0 DU/AC
Low Medium Density Residential	827.35	16.6%	4.1 to 6.0 DU/AC
Medium Density Residential	47.1	0.9%	6.1 to 14.0 DU/AC
Walnut Hills Mixed Use	32.6	0.7%	14.1 to 28.0 DU/AC 80% Lot Coverage
West Valley Mixed Use	21.0	0.4%	14.1 to 28.0 DU/AC 80% Lot Coverage
Commercial	74.5	1.5%	50% Lot Coverage
Industrial	131.9	2.6%	60% Lot Coverage
Parks and Recreation	105.2	2.1%	N/A
Open Space	812.3	16.3%	N/A
Schools and Public Institutional	665.9	13.4%	N/A
Total	4,977.9	100.0%	

Source: Land Use and Community Design Element (City of Walnut 2017b)

The two Mixed Use Areas identified in the GPU include: (1) The Walnut Hills Mixed Use area; and (2) the West Valley Mixed Use Area (described in greater detail in the WVSP). The West Valley mixed use area is evaluated in this EIR as the WVSP.

The Walnut Hills Mixed Use District encompasses properties at the City's Amar Road/Nogales Street gateway, including all properties fronting Francesca Drive and includes the Walnut Hills Plaza Shopping Center which occupies a prominent corner location. This commercial center was once anchored by a major grocery store, which was converted to a 24-Hour Fitness in 2017. Under the GPU, a balance of residential and commercial/office uses will be maintained throughout the District. Clear and well-designed pedestrian connections will be made to link uses. Public plazas and green spaces will reinforce the community-serving nature of the District and provide places that can be used for public gatherings and events.

West Valley Boulevard contains the oldest business locations in the City. The Valley Boulevard corridor links Walnut to its neighboring cities and more regional destinations. The Metrolink Industry Station is less than one mile away, and several bus stops along Valley Boulevard serve regional and local routes. Under the WVSP, the area will be transformed as follows:

1. Local retail, commercial service, and office uses will be expanded and enhanced in a mixed use setting;
2. Housing options will be broadened;
3. A walkable urban form will be developed;
4. Multi-modal accessibility, connectivity, and safety will be improved;
5. The physical character of the area will be improved; and
6. Open space and community amenities will be integrated.

The WVSP outlines and illustrates the development of a pedestrian-friendly mixed-use environment, with landscaped buffers along the street frontage and pedestrian/bicycle crossings on Valley Boulevard, in order to provide ready available access to regional trails along the river. Implementation of the WVSP may require infrastructure upgrades to facilitate these enhancements. However, these improvements would not physically divide the community. Both mixed use areas will be implemented in a manner which will not divide the existing community and which will be consistent with existing General Plan Goals and Policies. In fact, there will be increased connectivity as the area will become more pedestrian friendly and redevelopment will better accomplish the existing Goals and Policies of the General Plan.

New development and redevelopment under the GPU and WVSP will occur within the footprint of the City, on lands that are already disturbed for the most part. A variety of Federal, State, and local agencies have jurisdiction within the Planning Area and the GPU and WVSP will not affect these jurisdictions.

How Existing Regulations and General Plan Policies Reduce Impacts

Table 14-3 contains relevant Existing Regulations and proposed GPU and WVSP Policies that relate to land use and planning. Column 1 lists each Regulation and General Plan Goal and Policy (“policy” for short), organized by General Plan Element, that addresses potential impacts on land use and planning. Column 2 is a summary of the regulation/policy and the text of the policy. Column 3 answers the question, “How does the regulation/policy avoid or reduce the potential impact?” Column 4 identifies the applicable significance criteria that is addressed by the regulation/goal/policy.

The actions in Column 3 are intended to be applied consistently. The verb “ensures” means that the policy is sufficient to guarantee the result identified in the policy. The verb “helps” means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, “helps” is used for a policy that can be applied to avoid or reduce a wide range of potential impacts.

Table 14-3 Existing Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Land Use and Planning			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulations			
General Plan Law (California Government Code Section 65300)	California Government Code Section 65300 regulates the substantive and topical requirements of General Plans. State Law requires each City and County to adopt a General Plan “for the physical development of the County or City, and any land outside its boundaries which bears relation to its planning.”	Helps ensure that the design of new development will be compatible and integrated with the established land use pattern.	(a) Physically divide an established community; (b) Conflict with land use plans and policies
General Plan Guidelines (California Government Code Section 65301)	Section 65301 of the California Government Code requires a General Plan to address the geographic territory of the local jurisdiction and any other territory outside its boundaries that bears relation to the planning of the jurisdiction.	Helps ensure that the design of new development will be compatible and integrated with the established land use pattern.	(a) Physically divide an established community; (b) Conflict with land use plans and policies
City of Walnut Municipal Code Chapter 25 Zoning	The Municipal Code discusses the existing Zoning designations in the City. These establish how properties can be used, developed and subdivided, and they set forth permitting processes for discretionary project review.	Helps ensure that new development will enhance the established land use pattern, and maintain continuity between the General Plan, WVSP and Zoning regulations.	(a) Physically divide an established community; (b) Conflict with land use plans and policies
GPU – Land Use and Community Design Element			
Policy LCD-1.1: Zoning Consistency	Revise and update the Zoning Code, Subdivision Code, Specific Plans, and other City regulations to ensure they are consistent with and support the Walnut General Plan Land Use and Community Design Element goals, vision, and policies.	Maintains consistency with land use policies and regulations adopted to mitigate environmental impacts.	(b) Conflict with land use plans and policies
Policy LCD-1.5: Sustainability	Promote land use and development projects that demonstrably reduce greenhouse gas emissions, water usage, and electricity and natural gas demand.	Maintains consistency with land use policies and regulations adopted to mitigate environmental impacts.	(b) Conflict with land use plans and policies
Policy LCD-1.11: Pedestrian Connections	Provide convenient and accessible pedestrian connections, through design and complete street elements, between residential areas and nearby commercial areas.	Helps ensure that new neighborhoods maintain connectivity and are not disrupted or divided.	(a) Physically divide an established community
Policy LCD-1.15: Infill	Utilize land assembly strategies and incentives to promote infill developments.	Maintains consistency with land use policies and regulations adopted to mitigate environmental impacts.	(b) Conflict with land use plans and policies
Policy LCD-3.4:	Accommodate outdoor cafes and neighborhood-	Helps ensure that new neighborhoods	(a) Physically divide an

Table 14-3 Existing Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Land Use and Planning			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Pedestrian-friendly Environments	servicing uses as a means of promoting pedestrian activity and commercial center vitality. Ensure that access and noise considerations relative to surrounding uses are sufficiently addressed.	maintain connectivity and are not disrupted or divided.	established community
Policy LCD-5.4: Healthy City	Develop health-focused programs that weave together the goals, policies, and strategies in all Elements, such as complete streets policies, sustainability, and suburban greening/urban forest.	Maintains consistency with land use policies and regulations adopted to mitigate environmental impacts.	(b) Conflict with land use plans and policies
Policy LCD-5.7: Reduce Vehicular Trips and Miles Traveled	Coordinate land use patterns with the Circulation Element to improve and protect air quality, reduce vehicular trips and promote walkability.	Helps ensure consistency with land use policies and regulations adopted to mitigate environmental impacts and prevents communities from being divided.	(a) Physically divide an established community; (b) Conflict with land use plans and policies
Policy LCD-6.3: Mixed Use Street Interface	Ensure development enhances pedestrian activity by providing active uses, walkability, and connectivity within mixed-use districts. Include appropriate design features along a majority of the building street frontage, within residential areas. Residential developments should include architecturally enhanced main entrances, lobbies, front stoops and porches, open space and other similar features.	Helps ensure that neighborhoods maintain connectivity.	(a) Physically divide an established community
Goal LCD-9	A built environment with development approaches that apply sustainability principles	Maintains consistency with land use policies and regulations adopted to mitigate environmental impacts.	(b) Conflict with land use plans and policies
Policy LCD-9.1: Conservation	Encourage the use of building design and materials that conserve energy and material resources.	Maintains consistency with land use policies and regulations adopted to mitigate environmental impacts.	(b) Conflict with land use plans and policies
Policy LCD-9.3: Sustainable Building Features	Require that development incorporate sustainability, including features that minimize energy and water use, limit carbon emissions, provide opportunities for local power generation and food production, and provide areas for recreation.	Maintains consistency with land use policies and regulations adopted to mitigate environmental impacts.	(b) Conflict with land use plans and policies
Policy LCD-9.4: Building Design	Support building designs that assist with the management of stormwater runoff, preserve and enhance soil permeability, and reduce other negative effects of urban development.	Maintains consistency with land use policies and regulations adopted to mitigate environmental impacts.	(b) Conflict with land use plans and policies
Policy LCD-9.5:	Perform energy consumption audits of City buildings,	Maintains consistency with land use	(b) Conflict with land use

Table 14-3 Existing Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Land Use and Planning			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
City Sustainability	and create an environment that promotes energy-efficiency within repair, construction, and operation of City buildings.	policies and regulations adopted to mitigate environmental impacts.	plans and policies
GPU – Circulation Element			
Policy C-1.3: Modal Links	Use Complete Streets strategies to link residents to schools, parks, recreational facilities, important trailheads, the Walnut Civic Center, and mixed-use and commercial developments.	Helps ensure consistency with land use policies and regulations adopted to mitigate environmental impacts and prevents communities from being divided.	(a) Physically divide an established community; (b) Conflict with land use plans and policies
Policy C-4.5: New Developments	Encourage to the greatest extent possible that new developments increase connectivity through direct and safe pedestrian and bicycling connections to the established network.	Helps ensure that neighborhoods maintain connectivity.	(a) Physically divide an established community

14.2.4 Conclusions

In most cases, no one goal or policy (“policy” for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in Table 14-3 will result in a less-than-significant impact. This conclusion is consistent with the purpose and use of a program EIR for a General Plan (see EIR Introduction, Chapter 1).

Based on the methodology described above, impacts of the GPU and WVSP on land use and planning would be ***less than significant***. No mitigation is required. In addition, there would be ***no impact*** on an existing Habitat Conservation Plan or Natural Community Conservation Plan.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
CEQA	California Environmental Quality Act
DU/AC	dwelling units per acre
EIR	Environmental Impact Report
GPU	General Plan Update
LAFCO	Los Angeles County Local Agency Formation Commission
Mt. SAC	Mount San Antonio College
WVSP	West Valley Specific Plan

References Cited

City of Walnut
2017 General Plan Existing Conditions Report. Walnut, CA.

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15. MINERAL RESOURCES

This EIR chapter describes existing mineral resources in the Planning Area. The Chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the GPU and WVSP, describes potential impacts, and discusses goals, policies, and implementation programs (if any) that would avoid or reduce those potential impacts.

15.1 SETTING

The environmental and regulatory setting of Walnut is provided in the ECR (City of Walnut 2017). However, the report does not discuss mineral resources. As such, information related to Mineral Resources was obtained from the “Mines Online” resource on the California Department of Conservation, Division of Mine Reclamation website. The following website was used to obtain information about Mineral Resources in Walnut (California Department of Conservation 2017):

<http://maps.conservation.ca.gov/mol/index.html>

According to the California Department of Conservation, Division of Mine Reclamation, the City of Walnut has no active mines in the City. Additionally, there are no proposals for new mining operations in the City; as there are no lands Zoned for mining activities in the City.

There are no relevant regulations related to mining or mineral resources applicable to the GPU and WVSP.

15.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts on mineral resources that could result from the GPU and WVSP. The Section also recommends Mitigation Measures as needed to reduce significant impacts.

15.2.1 Significance Criteria

Based on the CEQA Guidelines,¹ implementation of the GPU would have a significant impact related to mineral resources if it would:

- (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?
- (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?

15.2.2 Analysis Methodology

The Planning Area does not contain any active mines nor does the GPU or the WVSP recommend any new mining or proposals that would result in the loss of available mineral resources.

¹CEQA Guidelines, Appendix G, Issue XI (a) and (b).

15.2.3 Environmental Impacts

No impact would result to Mineral Resources as a result from the GPU and WVSP (see criteria [a], and [b] in subsection 6.2.1, “Significance Criteria,” above). No mitigation is required.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
CEQA	California Environmental Quality Act
ECR	Existing Conditions Report
EIR	Environmental Impact Report
GPU	General Plan Update
WVSP	West Valley Specific Plan

References Cited

California Department of Conservation
2017 Mines Online. Sacramento, CA. Accessed December 19, 2017.
<http://maps.conservation.ca.gov/mol/index.html>

City of Walnut
2017 General Plan Existing Conditions Report. Walnut, CA.

16. NOISE

This Chapter describes existing and projected noise in the GPU and WVSP Planning Areas and provides an evaluation of the potential noise effects of the GPU and WVSP. Noise measurements and noise modeling results performed for the impact analysis are contained in Appendix D in Volume II of this EIR.

16.1 SETTING

The currently adopted City of Walnut General Plan (WGP) was last comprehensively updated in 1978. It addresses noise levels across the City primarily due to transportation (i.e. automobiles) and local fixed noise sources. Since the inception of the current WGP, the City of Walnut has undergone major development. Pursuant to Section 15150 of the State CEQA Guidelines, the existing WGP is incorporated into the EIR by reference. The current WGP can be reviewed and downloaded at the following link:

<http://www.cityofwalnut.org/home/showdocument?id=2810>

16.1.1 Environmental Setting

Acoustical Descriptors

The existing WGP discusses the fundamentals of acoustics as well as sound levels and associated sources for reference.

L_{EQ} (Equivalent Energy Noise Level). The sound level corresponding to a steady-state sound containing the same total energy as a time-varying signal over given sample periods. L_{EQ} is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL (Community Noise Equivalent Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 P.M. to 10:00 P.M. and after addition of ten decibels to sound levels in the night from 10:00 P.M. to 7:00 A.M.

L_{DN} (Day-Night Average Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00 P.M. and before 7:00 A.M.

CNEL and L_{DN} are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L_{EQ} is better utilized for describing specific and consistent sources because of the shorter reference period.

Acoustical Environment

Ambient noise measurements were collected at key intersections within the City as well as within the WVSP Planning area. Results are included in Appendix D. In general, ambient noise monitoring and modeling performed for the GPU and WVSP indicates existing noise levels are above 70 dBA CNEL for residential areas closest to the main arterials in the City of Walnut (i.e.

Nogales Street, Valley Boulevard, Grand Avenue, Lemon Avenue, La Puente Road, and Amar Road) and below 65 dBA CNEL for residences closest to lesser arterials (see Table 16-1 and Appendix D).

Along Valley Boulevard, freight trains traveling on the Union Pacific Railroad line and the Metrolink Riverside light rail line along the southwest boundary of the City of Walnut in the City of Industry, also contribute to community noise levels resulting in CNEL levels between 78 and 81 dBA along Valley Boulevard. Approximately six light rail trains pass daily along Valley Boulevard on Metrolink's Riverside line according to the current schedule and approximately 20 freight trains run along the Alameda Corridor-East railroad tracks per day (ACE 2018).

Table 16-1 Community Noise Equivalent Levels (CNELs) in the GPU and WVSP Planning Areas for 2017 and 2040

Roadway	From	To	CNEL, dBA at Nearest Receptor		Change in dBA
			Baseline 2017	General Plan 2040	
Amar Road	Nogales Street	Lemon Avenue	72	73	+1
Amar Road	Lemon Avenue	Meadow Pass Road	71	72	+1
Amar Road	Meadow Pass Road	Grand Avenue	72	72	0
Creekside Drive	Amar Road	Lemon Avenue	68	68	0
Grand Avenue	Walnut City Boundary	Amar Road, Temple Avenue	73	73	0
Grand Avenue	Amar Road, Temple Avenue	La Puente Road	74	74	0
Grand Avenue	La Puente Road	Valley Boulevard	74	74	0
La Puente Road	Nogales Street	Lemon Avenue	71	71	0
La Puente Road	Lemon Avenue	Pierre Road	71	71	0
La Puente Road	Pierre Road	Grand Avenue	71	71	0
Lemon Avenue	Amar Road	Creekside Drive	68	68	0
Lemon Avenue	Creekside Drive	La Puente Road	68	68	0
Lemon Avenue	La Puente Road	Valley Boulevard	72	73	+1
Meadow Pass Road	Lemon Avenue	Amar Road	68	68	0
Nogales Street	Amar Road	Shadow Oak Drive	73	73	0
Nogales Street	Shadow Oak Drive	La Puente Road	73	73	0
Shadow Oak Drive	Nogales Street	Creekside Drive	68	68	0
Temple Avenue	Grand Avenue	Walnut City Boundary	72	73	+1
Valley Boulevard	Fairway Drive	Lemon Avenue	73	73	0
Valley Boulevard	Lemon Avenue	Pierre Road	73	73	0
Valley Boulevard	Pierre Road	Grand Avenue	73	73	0
Valley Boulevard	Grand Avenue	Walnut City Boundary	73	74	+1

The closest commercial airport to Walnut is Ontario International (about 12 miles). Other commercial airports beyond this, but within 50 miles of the City, are the following: John Wayne Airport in Santa Ana, Long Beach Airport, Los Angeles International (LAX), and Bob Hope

Airport in Burbank. A general aviation public airport, Brackett Field, is over 8 miles from Walnut. Small, propeller airplanes and helicopters from this public airport contribute to community noise in the city. There are no existing private airstrips, so there is no noise contribution from this type of source.

Sensitive Receptors

Noise sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, motels and hotels, hospitals and health care facilities, school facilities, and parks are examples of noise receptors that could be sensitive to changes in existing environmental noise levels. In general, the noise sensitive receptors within the City of Walnut include, but are not limited to:

- Existing low-density, medium-density, high-density, and mixed-use residential receptors within the City.
- Existing schools and education or institutional facilities.
- Existing parks.

The proposed GPU would increase development density throughout the City and would provide for new residential and mixed-use residential and commercial opportunities. In addition, the General Plan could permit live/work or caretaker units on certain commercial and/or industrial lands. Such structures are generally considered a dwelling unit used for a caretaker of the property on which it is located and are typically small. Since these caretaker units would be located within commercial and industrial business properties where the ambient noise environment would be dominated by the business activities themselves, and not traffic-related or other off-site noise levels, they are not considered residential noise receptors for the purposes of this EIR's noise analysis.

16.1.2 Regulatory Setting

Federal

Federal Transit Administration. No Federal regulations apply to noise or vibration from the proposed project, but the FTA's 2006 *Transit Noise and Vibration Impact Assessment* document sets ground-borne vibration annoyance criteria for general assessments. The criteria vary by the type of building being subjected to the vibrations, and the overall number of vibration events occurring each day. Category 1 buildings are considered buildings where vibration would interfere with operation, even at levels that are below human detection. These include buildings with sensitive equipment, such as research facilities and hospitals. Category 2 buildings include residential lands and buildings where people sleep, such as hotels and hospitals. Category 3 buildings consist of institutional land uses with primary daytime uses. The FTA standards vary for "frequent" events (occurring more than 70 times per day such as a rapid transit project), "occasional" events (occurring between 30 to 70 times per day) and "infrequent" events (occurring less than 30 times per day). The FTA's vibration annoyance criteria are summarized in Table 16-2.

Table 16-2 FTA Ground-Borne Vibration Impact Criteria for General Assessment

Land Use Category	Frequent Events	Occasional Events	Infrequent Events
Category 1	65 VdB	65 VdB	65 VdB
Category 2	72 VdB	75 VdB	80 VdB
Category 3	75 VdB	78 VdB	83 VdB
Source: FTA 2006 Notes: VdB Velocity decibel			

State

California’s Noise Insulation Standards. The Noise Insulation Standards of the California Building Code, contained in California Code of Regulations (CCR) Title 24, stipulate the following:

- Residential structures located on noise critical areas, such as proximity to select systems of County roads and city streets (as specified in 186.4 of the State of California Streets and Highways Code), railroads, rapid transit lines, airports, or industrial areas shall be designed to prevent the intrusion of exterior noises beyond prescribed levels with all exterior doors and windows in the closed position. Proper design shall include, but shall not be limited to, orientation of the residential structure, set-backs, shielding, and sound insulation of the building itself.
- Interior CNEL with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room.
- Residential buildings or structures to be located within exterior community noise equivalent level contours of 60 dB of an existing or adopted freeway, expressway, major street, thoroughfare, railroad or rapid-transit line shall require an acoustical analysis showing that the proposed building has been designed to limit intruding noise to the allowable 45 dB CNEL interior noise levels. This regulation does not apply to railroads where there are no nighttime railway operations (i.e., from 10:00 P.M. to 7:00 A.M.) and where daytime railway operations (i.e., from 7:00 A.M. to 10:00 P.M.) do not exceed four per day.
- Submittal of a noise study to document compliance with this regulation is required for all building permits for development subject to this regulation.

Caltrans. The California Department of Transportation’ (Caltrans) *Transportation and Construction Vibration Guidance Manual* provides a summary of vibration criteria that have been reported by researchers, organizations, and Governmental Agencies (Caltrans 2013). Chapters Six and Seven of this manual summarize vibration detection and annoyance criteria from various agencies and provide Caltrans’ recommended guidelines and thresholds for evaluating potential vibration impacts on buildings and humans from transportation and construction projects. These thresholds are summarized in Table 16-3 and Table 16-4.

Table 16-3 Caltrans' Vibration Threshold Criteria for Building Damage

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Extremely fragile buildings, ruins, monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some older buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50
Source: Caltrans 2013		

Table 16-4 Caltrans' Vibration Threshold Criteria for Human Response

Human Response	Maximum PPV (in/sec)	
	Transient	Continuous
Barely perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severely perceptible	2.00	0.40
Source: Caltrans 2013		

Local

City's Noise Ordinance. The City's Noise Ordinance is contained in Chapter 16B of the City's Municipal Code. The basic mandate of the Noise Ordinance is as follows:

"... no person shall make, or cause or suffer, or permit to be made upon any premises owned, occupied or controlled by such person, any unnecessary noises, sounds or vibrations which are physically annoying to persons of ordinary sensitiveness or which are so harsh or so prolonged or unnatural or unusual in their use, time or place as to occasion unnecessary discomfort to any person or persons within any neighborhood. Such action is determined to create a public nuisance."

Under the Noise Ordinance, construction (including operation of any tools, equipment, impact devices, derricks or hoists used in construction, drilling, repair, alteration, demolition or earthwork) is prohibited between the weekday hours of 8:00 P.M. and 7:00 A.M. the following day, or at any time on Saturdays, Sundays or holidays, except with express written permission by a city manager to perform such work at times prohibited and only if certain conditions are met (e.g., work is in the public interest, emergency work).

For business services near residential neighborhoods, loading, unloading, opening, closing or handling of boxes, crates, containers, building materials, garbage cans, or other similar objects between the hours of 10:00 P.M. and 7:00 A.M. daily is prohibited.

For all land uses, the use or operation of any mechanized machine or equipment used to clean, cut, blow, vacuum, or sweep grass, leaves, dirt and other debris off sidewalks, driveways, lawns and other surfaces (e.g., leaf blowers) shall not be allowed between the hours of 8:00 P.M. and 7:00 A.M. daily.

Citations for violations are issued when exterior noise levels at all receptor properties exceed the following limits in Table 16-5.

Table 16-5 City of Walnut's Noise Ordinance Limits

Receptor Land Use	Time Interval	Noise Level (dBA)
Residential properties	10:00 P.M. to 7:00 A.M.	45
	7:00 A.M. to 10:00 P.M.	50
Commercial properties	10:00 P.M. to 7:00 A.M.	55
	7:00 A.M. to 10:00 P.M.	60
Industrial properties	Anytime	70

City's Land Use Compatibility Criteria for Community Noise. In the City's update to the Noise Element under the GPU, the following Land Use Compatibility Criteria are proposed for noise levels in the community pursuant to the State Governor's Office of Planning and Research (OPR) 2017 State of California General Plan Guidelines (OPR 2017).

In summary, 60 dBA are normally acceptable exterior noise levels at schools and residential land uses, with the exception of mixed-use developments where 65 dBA is acceptable. Exterior noise levels at commercial and industrial locations of 70 and 80 dBA are normally acceptable, and exterior noise levels of 80 dBA are normally acceptable in parks and open spaces.

16.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts related to noise that could result from the GPU and WVSP, and discusses goals and policies that would avoid or reduce those potential impacts. The Section also recommends Mitigation Measures, as needed, to reduce significant impacts.

16.2.1 Significance Criteria

Based on Appendix G of the State CEQA Guidelines, a significant impact from noise would occur if implementation of the GPU and WVSP would result in any of the following:

- (a) Expose people to or generate noise levels in excess of standards established in the General Plan, and noise standards or applicable standards of other agencies;
- (b) Expose people to, or generate, excessive ground vibration or ground-borne noise levels (e.g., California Department of Transportation's [Caltrans] recommended vibration levels for structural damage);

Figure 16-1: Land Use Compatibility for Community Noise Environments¹

Land Use Category	Community Noise Equivalent (CNEL), dB						
	55	60	65	70	75	80	85
Very Low-and Low-Density Residential	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Low Medium-Density Residential	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Medium-Density Residential	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Mixed Use	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Commercial	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools and Public Institutional	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Parks and Open Space	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Key	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable			
	Specified land use is satisfactory, assuming buildings are of conventional construction	New development should be undertaken only after detailed analysis of noise reduction requirements are made.	New development should be generally discouraged, if not, a detailed analysis of noise reduction requirements must be made.	New development should generally not be undertaken			

¹ Source: Governor's Office of Planning and Research. 2017. *State of California General Plan Guidelines*. Appendix D, Noise Element Guidelines, Figure 2. Sacramento, CA.

(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. For the purposes of this EIR, this would constitute a 3 dB permanent increase in noise levels or result in a change from normally acceptable conditions to conditionally acceptable or normally unacceptable conditions according to the City's Land Use Compatibility criteria;

(d) Create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would expose people residing or working in the project area to excessive noise levels; or

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

16.2.2 Analysis Methodology

Noise and vibration-related impacts from future development under the GPU and WVSP can be divided into short- and long-term noise exposure impacts. Construction-related impacts are associated with construction activities likely to occur in conjunction with future development allocated by the GPU and WVSP. Long-term noise exposure is associated with major noise sources (e.g. traffic, trains, and aircraft).

To assess potential long-term (operation-related) noise impacts due to project-generated increases in traffic, modeling was conducted for major transportation networks in the City consistent with the U.S. Department of Transportation Federal Highway Administration (FHWA) Traffic Noise Model (TNM) (FHWA 2006), project-specific traffic data provided by Kunzman Associates (see Appendix E of this EIR), and the Bruel and Kjaer Predictor-LimA noise mapping and modelling software. The analysis is based on short and long-term measurements made throughout the City of Walnut (contained in Appendix D) as well as reference noise emission levels for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, and noise-attenuating roadway materials. Vehicle roadway volumes were based on traffic modeling conducted for the GPU. Noise contours were developed for all major arterials in the City and are also shown in Appendix D of this EIR. Modeling conducted does not account for any natural or human-made shielding (e.g., topography, the presence of vegetation, berms, walls, or buildings). Therefore, modeled noise levels are considered "worst case" noise conditions along the length of each corridor.

Noise generated from passing trains was modeled based on long and short-term sound level measurements of actual train events. No natural or human-made noise shielding or barriers (e.g. topography, vegetation, berms, walls, or buildings or other attenuation measures) were considered.

All sound levels discussed in this Section are A-weighted decibels, the frequency of sound most closely related to the way humans perceive sound, unless otherwise noted.

16.2.3 Environmental Impacts

IMPACT N-1 Long-Term Noise Impacts

Existing exterior noise levels along major roadways in the City of Walnut and near the railroad tracks along Valley Boulevard are already in excess of 65 dBA at receptor locations in all cases, and in excess of 70 dBA in most cases (Table 16-1). Exterior noise levels would further increase under implementation of the GPU and WVSP, however, only by a maximum of 1 dBA and only at some locations (please see Table 16-1). Nevertheless, noise levels would continue to be within either conditionally acceptable or normally unacceptable conditions for most land uses along the major roadways and the railroad under the GPU and WVSP, and additional buildout would exacerbate these conditions. In addition, implementation of the WVSP would result in the introduction of new residences in close proximity to the railroad tracks along Valley Boulevard. Noise contours projected under buildout of the GPU and WVSP are shown in Appendix D. Based upon projected increases in noise levels, buildout of the GPU and WVSP would have a potentially significant impact on residences and other sensitive receptors within the City.

The proposed Land Use Compatibility criteria shown in Figure 16-1 dictate which new projects would require further study of noise levels associated at individual project sites. The acoustical studies prepared would identify measures to reduce noise levels, so that interior noise level standards are achieved. For example, development may still occur in “normally unacceptable” locations if the proposed property can provide evidence that the design will meet the State of California interior noise level requirements of 45 dBA CNEL. In addition, in accordance with the State’s Noise Insulation Standards, residential buildings or structures to be located within exterior community noise equivalent level contours of 60 dB of an existing or adopted freeway, expressway, major street, thoroughfare, railroad or rapid-transit line shall require an acoustical analysis showing that the proposed building has been designed to limit intruding noise to the allowable 45 dB CNEL interior noise levels.

Future projects would be required to analyze project-specific and cumulative impacts as part of the standard environmental review process and apply specific mitigation, if necessary. However, it cannot be determined at this time whether or not feasible mitigation would be available for every potential development project. Therefore, long-term impacts associated with buildout of the GPU and WVSP would remain **significant and unavoidable**.

IMPACT N-2 Short-Term Noise Impacts

Implementation of future projects under the GPU and WVSP would include short-term sources and activities leading to an increase in ambient noise levels in the vicinity of the project. The use of impact pile drivers and vibratory pile drivers are generally not required for most projects; they are used for tall, large, multi-story developments that require additional foundation support. Other equipment, such as dozers, graders, and backhoes, are much more common pieces of equipment used during construction. As shown in Table 16-6, the worst-case L_{max} construction equipment noise levels associated with the operation of normal construction equipment (e.g., crane, dozer, excavator, etc.) is estimated to be approximately 85 dBA at a distance of 50 feet. The actual sound level received at a receptor location, however, would be dependent on the nature of the construction activity (i.e., site preparation or building construction) and the distance between the construction activity and the sensitive receptor / outdoor area.

Table 16-6 Typical Construction Equipment Noise Levels

Type of Equipment	Noise Level (L_{max}) at 50 feet
Impact Pile Driver	101
Vibratory Pile Driver	101
Blasting	94
Crane	85
Excavator	85
Dozer	85
Grader	85
Dump Truck	84
Generator	82
Backhoe	80
Compactor	80
Front End Loader	80
Chain Saw	84
Wood Chipper	75

Source: FHWA 2006

As described above, construction (including operation of any tools, equipment, impact devices, derricks or hoists used in construction, drilling, repair, alteration, demolition or earthwork) is prohibited between the weekday hours of 8:00 P.M. and 7:00 A.M, or at any time on Saturdays, Sundays or holidays, except with express written permission by a city manager to perform such work at times prohibited and only if certain conditions are met (e.g., work is in the public interest, emergency work). Nonetheless, construction noise levels have the potential to impact sensitive receptors near the project area. The City would implement Mitigation Measure N-1, which includes seven additional policies to minimize short-term construction-related noise levels.

Although future projects would be required to comply with the City's WMC and General Plan Policies, thereby ensuring construction noise levels are consistent with City standards, it cannot at this time be guaranteed that construction projects taking place under the GPU and WVSP would not result in a substantial temporary or period increase in ambient noise levels. Therefore, this impact is considered to be **significant and unavoidable**.

Mitigation Measure N-1. Adopt the following new policies:

- **Policy NOISE-1a Schedule:** Noise-generating construction activity and stationary noise-generating equipment (such as compressors and portable generators) shall be sited away from noise-sensitive land uses to the maximum extent feasible.
- **Policy NOISE-1b Engine Mufflers:** Construction equipment containing internal combustion engines shall be equipped with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition.
- **Policy NOISE-1c Signage:** Signs shall be posted on construction sites prohibiting unnecessary idling of construction equipment containing internal combustion engines.
- **Policy NOISE-1d Quiet Equipment:** Utilize “quiet” air compressors and other stationary equipment where feasible and available.
- **Policy NOISE-1e Noise Disturbance Coordinator:** For construction projects, designate a noise disturbance coordinator who would respond to neighborhood complaints about construction noise by determining the cause of the noise complaints and require implementation of reasonable measures to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.
- **Policy NOISE-1f Noise Barrier:** During construction adjacent to sensitive receptors, install a temporary noise barrier between noise-generating construction activity and the sensitive receptor(s). The barrier should be high enough to block the line of sight between the receptor(s) and the project’s noise-generating construction activities. The noise barrier shall be solid with no gaps or holes and have a minimum density of 2 pounds per square foot (lbs/sq ft).

IMPACT N-3 Vibration

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and high levels of vibration can cause sleep disturbance in places where people normally sleep or annoyance in buildings that are primarily used for daytime functions. Ground vibration can also potentially damage the foundations and exteriors of existing structures even if it does not result in a negative human response. Pile drivers and other pieces of high impact construction equipment are generally the primary cause of construction-related vibration impacts. The use of such equipment is generally limited to sites where there are extensive layers of very hard materials (e.g., compacted soils, bedrock) that must be loosened and/or penetrated to achieve grading and foundation design requirements. The need for such methods is usually determined through site-specific geotechnical investigations that identify the subsurface materials within the grading envelope, along with foundation design recommendations and the construction methods needed to safely permit development of a site.

Construction equipment and activities are categorized by the nature of the vibration it produces. Equipment or activities typical of continuous vibration include excavation equipment, static compaction equipment, vibratory pile drivers, and pile-extraction equipment. Equipment or activities typical of transient (single-impact) or low-rate repeated impact vibration include impact pile drivers, and crack-and-seat equipment. Pile driving and blasting activities produce the highest levels of ground vibration, and can result in structural damage to existing buildings. Future development as a result of the proposed GPU and WVSP would occur in primarily urban settings where land is already disturbed and therefore would not require blasting, which is typically used to remove unwanted rock or earth. However, it is possible that pile driving could occur during building construction under the proposed GPU and WVSP. Standard construction equipment (e.g., bulldozers, trucks, jackhammers, etc.) generally does not cause vibration that could cause structural or cosmetic damage, but may be felt by nearby receptors. Table 16-7 presents the typical types of equipment that could be used for future development and redevelopment activities in the City that could result in vibration impacts.

**Table 16-7
 Representative Ground Vibration and Noise Levels for Construction Equipment**

Equipment	Peak Particle Velocity (in/sec) ^(A)			Velocity Decibels (VdB) ^(B)		
	25 feet	50 feet	100 feet	25 feet	50 feet	100 feet
Small bulldozer	0.003	0.001	0.001	58	49	40
Jackhammer	0.035	0.016	0.008	79	70	61
Rock Breaker	0.059	0.028	0.013	83	74	65
Loaded truck	0.076	0.035	0.017	86	77	68
Auger Drill Rig	0.089	0.042	0.019	87	78	69
Large bulldozer	0.089	0.042	0.019	87	78	69
Vibratory Roller	0.210	0.098	0.046	94	85	76
Impact Pile Driver (upper range)	1.518	0.708	0.330	112	103	94
Impact Pile Driver (typical)	0.644	0.300	0.140	104	95	86
Sonic Pile Driver (upper range)	0.734	0.42	0.160	105	96	87
Sonic Pile Driver (typical)	0.170	0.079	0.037	93	84	75

Sources: Caltrans 2013 and FTA 2006.

(A) Estimated PPV calculated as: $PPV(D) = PPV(ref) * (25/D)^{1.3}$ where $PPV(D)$ = Estimated PPV at distance; $PPV(ref)$ = Reference PPV at 25 ft; D = Distance from equipment to receiver; and n = ground attenuation rate (1.1 for dense compacted hard soils).

(B) Estimated L_v calculated as: $L_v(D) = L_v(25 \text{ feet}) - 30 \log(D/25)$ where $L_v(D)$ = estimated velocity level in decibels at distance, $L_v(25 \text{ feet})$ = RMS velocity amplitude at 25 f; and D = distance from equipment to receiver.

As shown in Table 16-7, specific vibration levels associated with typical construction equipment are highly dependent on the type of equipment used. Vibration levels dissipate rapidly with distance, such that even maximum impact pile driving activities would result in vibration levels below Caltrans' 0.5 PPV threshold for transient vibration-induced damage in historic, older buildings at a distance of 100 feet; all other activities would be below Caltrans' 0.25 PPV

threshold for continuous vibration-induced damage in historic, older buildings at a distance of 100 feet. For human responses, maximum impact pile driving activities would result in groundborne vibration and noise levels below Caltrans' threshold for a distinctly perceptible response (0.24 PPV) and the FTA's vibration standard for infrequent events at residential lands (80 VdB) at a distance of approximately 150 feet and 300 feet, respectively; all other activities may be barely to distinctly perceptible when occurring within approximately 150 feet of sensitive land uses.

Most construction equipment is mobile and does not operate in the same location for prolonged periods of time. Therefore, even if construction equipment were to operate near a building where receptors may feel vibration, it would only be for a temporary amount of time. However, depending on the specific equipment in use and proximity of the equipment to vibration sensitive land uses, vibration levels may exceed accepted levels at which building damage may occur or which may be perceived by sensitive receptors as excessive. The proposed GPU contains no policies to address potential excessive vibration levels from construction activities. This is considered a potentially significant impact requiring mitigation. As such, additional policies in the form of Mitigation Measure N-2 should be adopted to minimize construction-related noises.

Mitigation Measure N-2. Adopt the following new implementation program to minimize vibration impacts:

- **Policy NOISE-2 Vibration Impacts:** Prepare a vibration impact assessment for proposed projects in which heavy duty construction equipment would be used (e.g. pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, the City shall require all feasible Mitigation Measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur.

Mitigation Measure N-2 would require development projects within 200 feet of an existing structure or sensitive receptor to assess and minimize construction vibration impacts such that damage and disturbance to structures or sensitive receptors would not occur. Therefore, this impact would be less than significant with mitigation.

In addition to construction vibration, new development near railroads could also result in human exposure to vibration. The FTA's *Transit Noise and Vibration Impact Assessment* document provides recommended ground-borne vibration criteria for general environmental assessments. The vibration criteria vary according to the sensitivity of the land use and the frequency of vibration events (i.e., number of trains passing by the sensitive land use), as shown in Table 16-7, but for occasional events such as future freight train activity (i.e., 30 to 70 trains passing by in one day), the criteria generally vary between 65 VdB for buildings where vibration would interfere with interior operations (e.g., highly sensitive research facilities, hospitals), to 75 VdB for residences and buildings where people normally sleep, to 78 VdB for land uses with primarily daytime use. The FTA's guidance document contains generalized ground surface vibration curves derived from vibration measurements of transit systems in North America (FTA 2006). Based on these vibration prediction curves, proposed residential development within approximately 150 feet of a freight rail line could be exposed to vibration levels that exceed the FTA's recommended threshold of 75 VdB. Similarly, other proposed land uses within approximately 100 feet of a freight rail line could be exposed to vibration levels that exceed the FTA's recommended threshold of 78 VdB for land uses with primarily daytime occupancy. Therefore, it is assumed that future planned development (both residential and non-residential) could be exposed to excessive freight train vibration levels that exceed FTA-recommended vibration criteria (for human annoyance and response factors) of 75 VdB.

The proposed GPU contains no policies to address potential excessive vibration levels from train operations. This is considered a potentially significant impact requiring mitigation. Accordingly, the City would implement Mitigation Measure N-3.

Mitigation Measure N-3. Adopt the following new implementation program to minimize vibration impacts associated with the railroad:

- **Policy NOISE-3 Railroad Vibration:** New residential and commercial projects located within 200 feet of existing railroad lines must conduct a ground vibration and ground-borne noise evaluation consistent with Caltrans, Federal Transportation Authority (FTA) or other methodologies approved by the City.

Mitigation Measure N-3 would require projects near rail corridors to assess and minimize construction vibration impacts such that disturbance to building occupants would not occur. Therefore, this impact would be less than significant with mitigation.

IMPACT N-4 Airport Noise

The closest commercial airport, Ontario International, is approximately 12 miles from the City of Walnut. Although the runways for Ontario International are in the direction of the City, the most recent airport noise map (2015) indicates that the 65 dBA CNEL contour extends less than 1 mile in the direction of the City or over 11 miles away. As such, there are no substantial noise contributions to ambient noise levels in the City from aircraft operations associated with operation of the Ontario International Airport.

Brackett Field, the closest public airport, is over 8 miles from the City of Walnut. The airport's runways point away from the City. Noise levels measured and used for modeling noise contours throughout the City include sound contributions from aircraft (i.e. propeller planes and helicopters) flying out of and into Brackett Field. However, based on the most recent airport noise map (revised October 2015), the 60 dBA CNEL contour is over 2 miles away from the City. As such, public airport noise contributions are within normally acceptable CNEL limits for the City. Therefore, airport noise would have a less than significant impact from buildout of the GPU and WVSP.

How Existing Regulations and General Plan Policies Reduce Impacts

Many of the Existing Regulations and General Plan policies listed in Table 19-6 in Chapter 19, Transportation and Circulation, to reduce trips and impacts on transportation and circulation, such as the City's Trip Reduction and Transportation Demand Management Ordinance, would reduce noise impacts as well. Table 16-8 contains relevant additional Existing Regulations and General Plan policies that contain measures to reduce noise impacts in both the GPU and WVSP Planning Areas. Column 1 lists each relevant regulation or General Plan goal or policy. Column 2 is a summary of the regulation and the text of the goals or policy. Column 3 answers the question, "How does the goal/policy avoid or reduce the potential impact?" Column 4 identifies the applicable CEQA significance criteria that is addressed by the goal/policy.

Table 16-8 Regulations and Proposed General Plan Policies to Avoid or Reduce Noise Impacts			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulation			
City's Noise Ordinance	Limits construction periods and establishes restrictions on other temporary and intermittent noise sources.	Protects sensitive receptors from short-term noise impacts.	(a) Noise levels in excess of standards; (b) Vibration; (c) Substantial permanent increase in noise; (d) Substantial short-term increase in noise
GPU – Noise Element			
Policy N-1.1: Land Use/Project Evaluation	Use the Land Use Compatibility for Community Noise Environments scale, the Future Noise Contour Map, and Walnut's Municipal Code to evaluate land use decisions to mitigate unnecessary noise impacts.	Ensures appropriate placement of new land uses relative to existing land uses to ensure compatibility and to minimize short-term and long-term noise impacts to new and existing receptors.	(a) Noise levels in excess of standards
Policy N-1.2: Dynamic Noise Evaluation	Continue to refine noise standards responsive to seasonal variations in noise source levels, existing outdoor ambient levels (i.e., relative intrusiveness of the source), general societal attitudes towards the noise source, prior history of the source, tonal characteristics of the source, and qualitative community-equivalent standards.	Ensures that noise limits are protective of human health.	(a) Noise levels in excess of standards
Policy N-1.2: Minimize Noise Impacts	Minimize noise impacts in the community to ensure that noise does not detract from Walnut's quality of life.	Ensures that short-term and long-term noise impacts on the community and sensitive receptors are minimized.	(a) Noise levels in excess of standards; (b) Vibration; (c) Substantial permanent increase in noise; (d) Substantial short-term increase in noise
Policy N-1.4: Code Tools to Minimize Noise	Continue to use established code regulations that help minimize noise. Encourage continued use of zoning regulations, design review, and environmental assessment to implement, and develop further effective noise policies.	Ensures that noise limits are protective of human health and that adjacent land uses are compatible to minimize noise impacts.	(a) Noise levels in excess of standards

Table 16-8 Regulations and Proposed General Plan Policies to Avoid or Reduce Noise Impacts			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy N-1.4: Commercial Delivery Areas	Locate delivery areas for new commercial and industrial development away from existing or planned homes	Minimizes short-term impacts on sensitive residential receptors.	(a) Noise levels in excess of standards; (d) Substantial short-term increase in noise
Policy N-1.5: Stationary Noise Sources	Minimize stationary noise impacts on sensitive receptors, and require control of noise from construction activities, private developments/residences, landscaping activities, and special events.	Minimizes short-term impacts on sensitive residential receptors.	(a) Noise levels in excess of standards; (d) Substantial short-term increase in noise
Policy N-1.6: Noise Mitigation	Require development projects to implement Mitigation Measures, where necessary, to reduce noise levels to meet adopted standards and criteria. Such measures may include, but are not limited to, berms, walls, and sound-attenuating architectural design and construction methods	Minimizes vibration impacts and long-term noise impacts on sensitive receptors.	(a) Noise levels in excess of standards; (b) Vibration; (c) Substantial permanent increase in noise
Policy N-1.7: Mixed Use	Require that mixed-use structures and areas be designed to minimize the transfer of noise from commercial uses to residential uses.	Ensures that adjacent land uses are compatible to minimize noise impacts.	(a) Noise levels in excess of standards; (c) Substantial permanent increase in noise
Policy N-1.8: Industrial Uses and Equipment	Require analysis and implementation of techniques to control the effects of noise from industrial sources, utilities, and mechanical equipments.	Minimizes vibration impacts and long-term noise impacts on sensitive receptors.	(b) Vibration; (c) Substantial permanent increase in noise
Policy N-2.1: Quiet Zones	Continue to support and lobby for programs that establish limitations on train horns via "Quiet Zones" for neighborhoods within the vicinity of a railroad track.	Minimizes long-term noise impacts associated with railroad tracks near sensitive receptors.	(b) Vibration; (c) Substantial permanent increase in noise
Policy N-2.2: Traffic Calming Solutions to Street Noise	Evaluate solutions to discourage through traffic in neighborhoods through noise-attenuating roadway materials, and modifications to street design.	Minimizes long-term noise impacts associated with traffic.	(c) Substantial permanent increase in noise
Policy N-2.3: Trucks	Designate a system of truck routes on specified arterial streets to minimize the negative impacts of trucking through the City.	Minimizes long-term noise impacts associated with traffic, especially truck traffic.	(c) Substantial permanent increase in noise

Table 16-8 Regulations and Proposed General Plan Policies to Avoid or Reduce Noise Impacts

Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy N-2.4: Urban Freight	Continue to review developments for noise-minimizing loading and logistics site planning.	Minimizes long-term noise impacts associated with traffic, especially truck traffic.	(c) Substantial permanent increase in noise; (d) Substantial short-term increase in noise
Policy N-2.5: Regional Railroad Projects	Continue to support projects that minimize impacts on residents, improve traffic conditions, and reduce train horns and noise.	Minimizes long-term noise impacts associated with traffic and railroad operations.	(c) Substantial permanent increase in noise

16.2.4 Conclusions

In most cases, no one goal, policy, or implementation measure (“Policy” for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in Table 16-8 above will help reduce noise impacts. Proposed Mitigation Measures N-1 through N-3 will also reduce the magnitude of potential construction noise impacts and reduce vibration impacts.

Nevertheless, long-term noise and construction noise impacts related to buildout of the GPU and WVSP would remain **significant and unavoidable** because it cannot at this time be guaranteed that short-term construction and long-term traffic activity levels would not generate a substantial increase in noise levels at discrete locations and always meet applicable standards.

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	Decibels, A-Weighted
dBV / VdB	Decibels, Velocity
Ldn / DNL	Day-Night Noise Level
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
WGP	Walnut General Plan
GPU	General Plan Update
Hz	Hertz
LAX	Los Angeles International Airport
Leq	Average / Equivalent Noise Level
Lmax	Maximum Noise Level
Lmin	Minimum Noise Level
PPV	Peak Particle Velocity
TIA	Traffic Impact Analysis
TNM	Traffic Noise Model
WGP	Walnut General Plan
WVSP	West Valley Specific Plan

References Cited

California Department of Transportation (Caltrans)
 2013 Transportation and Construction Vibration Guidance Manual.

Federal Highway Administration (FHWA)
 2006 Traffic Noise Model (TNM).

Federal Transit Administration (FTA)

General Plan Update and West Valley Specific Plan
City of Walnut
February 16, 2018

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2006 Transit Noise and Vibration Impact Assessment Guidelines.

Governor's Office of Planning and Research (OPR)

2017 State of California General Plan Guidelines. Appendix D, Noise Element Guidelines,
Figure 2. Sacramento, CA

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17. POPULATION AND HOUSING

This EIR Chapter describes existing population and housing conditions in the City of Walnut. The Chapter also includes a discussion of the regulatory framework necessary to evaluate potential environmental impacts resulting from the GPU and WVSP, describes potential impacts that could result from the plans, and discusses goals, and policies that would avoid or reduce those potential impacts, if any.

17.1 SETTING

The environmental and regulatory setting of the City of Walnut with respect to population and housing is described in detail within the City of Walnut ECR- (Population, Housing, Land Use and Aesthetics) Chapter (City of Walnut 2017). The ECR is available on the website at:

<http://www.cityofwalnut.org/home/showdocument?id=7155>

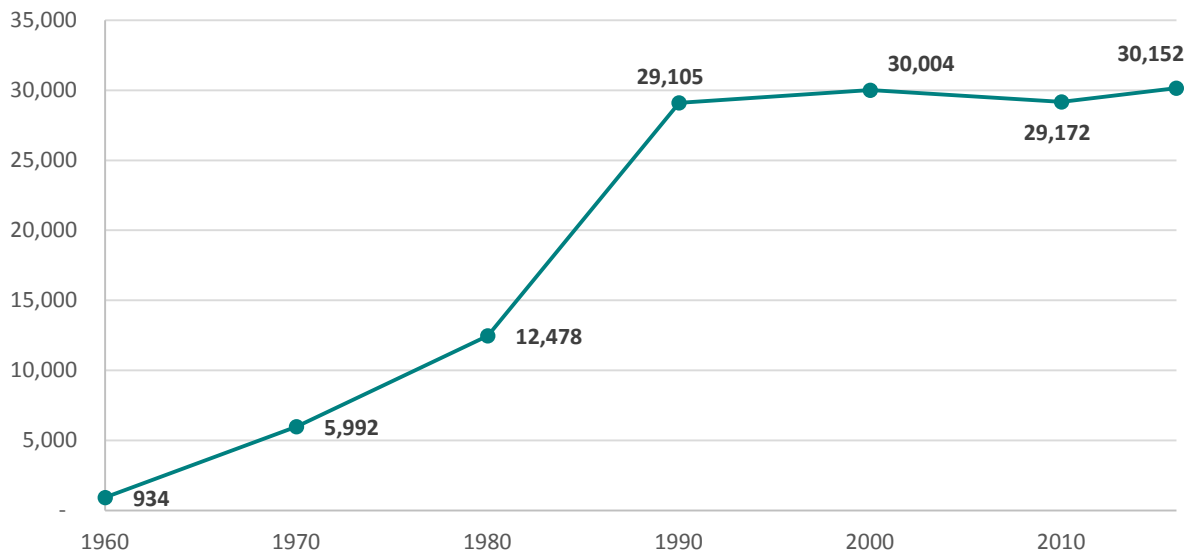
17.1.1 Environmental Setting

Table 17.1 shows the population change over time for the City of Walnut. The Table also shows the percent population change by decade (and from 2010-2016) for the City, County and State. The City more than doubled in population during the 1960s, the 1970s, and the 1980s and growth has been minimal since 1990. In fact, the City experienced a moderate population decrease from 2000-2010. The growth rate for Walnut dramatically exceeded that of Los Angeles County and California from 1960-1990 and the City has grown at a slower rate (or decreased in population) since 1990. The near zero growth in Walnut signifies a built-out City with relatively few vacant parcels left. According to the City of Walnut Housing Element, Walnut experienced a population decline compared to neighboring Cities (Brea, Pomona, Covina, and West Covina). Walnut has a population density of 3,358 persons per square mile, among the lowest densities for San Gabriel Valley and the County. Figure 17-1 shows the population trends in the City of Walnut since 1960.

Table 17-1 Population in Walnut 1960-2016				
Year	City of Walnut		Los Angeles County Growth	California Growth Percent
	Population	Percent Growth		
1960	934	--	--	-
1970	5,992	542%	17%	27%
1980	12,478	108%	6%	19%
1990	29,105	133%	19%	26%
2000	30,004	3%	7%	14%
2010	29,172	-3%	3%	10%
2016	30,152	3%	4%	5%

Source: California Department of Finance 1850-2010 Historical US Census Populations of Counties and Incorporated Cities/Towns in California; California Department of Finance Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2016, with 2010 Benchmark.
http://www.dof.ca.gov/Reports/Demographic_Reports/documents/2010-1850_STCO_IncCities-FINAL.xls

Figure 17-1 Population Trends in Walnut 1960-2016



Source: California Department of Finance 1850-2010 Historical US Census Populations of Counties and Incorporated Cities/Towns in California; California Department of Finance Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2016, with 2010 Benchmark

The Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy projects the City's population would grow to: 31,900 in 2020, 32,900 in 2035, and 33,800 in 2040. The report projects a relatively slow growth scenario (about 0.7% increase annually) for the Southern California region overall. The California Department of Finance's population projections by county, as updated in 2017 projects the population of Los Angeles County to increase to 11,042,709 in 2040; this represents roughly an average 0.4% annual increase in population.

According to the ECR, there were approximately 8,925 housing units in Walnut in 2016; ninety-six percent (96%) of which are single-family detached housing units. The City had 338 multi-family residential units; one-third of the units were issued a permit in a single year, 2003. Reflecting its relatively late development compared to many other communities in Los Angeles County, approximately eighty percent (80%) of the housing stock was built after 1970, with 45.1% of all housing stock being constructed in the 1980s. There were only 656 permits were issued for new residential units between 2000 and 2014. The City has a very high level of homeownership levels (86.4%).

The City of Walnut Housing Element was adopted in 2014 and covers the time period from 2013-2021. The Element includes goals, policies and programs for implementation to address both local and regional demand for affordable and market-rate housing. The Housing Element consists of the following components: (1) an analysis of the demographic, household, and housing characteristics and trends; (2) a review of potential market, governmental, and environmental constraints to meeting the identified housing needs; (3) an evaluation of the land, financial, and administrative resources; (4) the Housing Plan, including goals, policies, and programs; and (5) an evaluation of the adopted 2008 Housing Elements.

The Housing Plan, within the Housing Element, has the following six goals:

- Provide adequate sites for residential development.
- Encourage the adequate provision of affordable housing to meet the existing and future needs of Walnut residents.
- Maintain and enhance the quality of existing residential neighborhoods in Walnut.
- Provide increase opportunities for homeownership.
- Mitigate governmental constraints on housing development.
- Promote equal opportunity for all residents to reside in housing of their choice.

Each of the goals includes implementing programs and objectives used to measure progress.

Overcrowding is defined as when a household has more than one person living there than there are rooms (not including bathrooms or kitchens). Severe overcrowding occurs when the number of people living in a household exceeds 1.5 persons per room. Overcrowding is not a major issue in the City compared to Los Angeles County, as a whole. However, overcrowding is an issue for renter occupied units in the City. The Element notes that overcrowding has decreased in the City over time as only about 3% of the households are overcrowded as of 2011; this compares with a rate of 12% countywide. It should be noted that overcrowding rate is much higher for the renter occupied units (13.2% overcrowded and 7.1% severely overcrowded) compared to owner occupied households (2.3% overcrowded and 0.2% severely overcrowded).

17.1.2 Regulatory Setting

Housing Element Law (California Government Code Article 10.6)

The State has established detailed legal requirements for the General Plan Update (GPU) Housing Element beyond Section 65300. State Law requires each City and County to prepare and maintain a current Housing Element as part of the community's GPU to attain a Statewide Goal of providing "decent housing and a suitable living environment for every California family." Under State Law, Housing Elements must be updated every five years and reviewed by the State Department of Housing and Community Development.

The City received State Certification of the Walnut Housing Element 2013-2021 on February 25, 2014.

17.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts related to population and housing that could result from the GPU and WVSP and discusses goals, policies, and implementation programs that would avoid or reduce those potential impacts. The Section also recommends Mitigation Measures as needed to reduce significant impacts.

17.2.1 Significance Criteria

Based on the CEQA Guidelines,¹ implementation of the GPU would have a significant impact related to population and housing if it would:

¹CEQA Guidelines, Appendix G, Items XIII (a) through (c).

- (a) Induce substantial population growth either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure); or
- (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

17.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to population and housing followed this basic sequence:

- (1) The ECR was evaluated to identify existing environmental conditions and problems, if any, related to population and housing, including the regulatory framework that applies to these issues.
- (2) The CEQA Statute and Guidelines (2013), including Appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 16.2.1 above.
- (3) The GPU Policy Document, including the associated development capacity assumptions (see EIR, Chapter 3, Project Description), was analyzed to identify goals, policies, implementation programs (“policies” for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.
- (4) For potential environmental impacts that would result from the 2040 GPU, mitigations were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

17.2.3 Environmental Impacts

Potential Impacts of Future Development under the General Plan Update and West Valley Specific Plan

According to the California Department of Finance, the current population of Walnut is 30,152. There are currently 9,025 dwelling units in the City. Under current conditions, SCAG projects the City’s population would grow to 33,800 in 2040. Under the GPU and WVSP, the population would be expected to increase to 36,495 (about 8 percent greater than the SCAG projection). The increase in population would be due, in large part, to the addition of 1,490 new housing units. The new housing units would be built on existing vacant lots in the City and also built as a part of redevelopment under the mixed used WVSP. There is the potential for some housing to be removed within the WVSP area (there is less than 30 existing housing units in the Specific Plan area). However, the amount of new housing units far exceeds those that may be removed.

How Existing Regulations and General Plan Policies Reduce Impacts

Table 17-2 is aligned with relevant Existing Regulations and GPU policies that relate to population and housing. Column 1 (Objective) lists each Regulation and GPU goal, policy, and implementation program (“policy” for short), that addresses the potential impact identified in Section 17.2.1 of this Chapter. Column 2 is a summary of the regulation/policy and the text of the policy. Column 3 answers the question, “How does the regulation/policy avoid or reduce the potential impact?” Column 4 identifies the applicable significance criteria that is addressed by the regulation/goal/policy.

The actions in Column 3 are intended to be applied consistently:

- “Ensures” means that the policy is sufficient to guarantee the result identified in the policy.
- “Helps” means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, “helps” is used for a policy that can be applied to avoid or reduce a wide range of potential impacts.
- “Will Work to Provide” means that the City may or may not seek to implement such action, when feasible.

Table 17-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Population and Housing			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulations			
Housing Element Law (California Government Code Article 10.6).	The State has established detailed legal requirements for the General Plan Housing Element beyond Section 65300. State law requires each City and County to prepare and maintain a current Housing Element as part of the community's General Plan to attain a Statewide goal of providing "decent housing and a suitable living environment for every California family."	Facilitates new development to provide housing opportunities and address local housing needs.	(a) Induce substantial population growth (b) Displace substantial numbers of existing housing (c) Displace substantial numbers of people
2013-2021 Housing Element			
Goal #1	Provide adequate sites for residential development.	The City will work to provide affordable housing to those potentially displaced by new development.	(b) Displace substantial numbers of existing housing (c) Displace substantial numbers of people
Policy 1.1 (Goal #1)	Facilitate the development of vacant and underutilized parcels identified in the Housing Element residential site inventory.	The City will work to provide affordable housing to those potentially displaced by new development.	(b) Displace substantial numbers of existing housing (c) Displace substantial numbers of people
Policy 1.3 (Goal #1)	Encourage the development of affordable multi-family/senior housing to address the needs of the City's lower income households and increasing elderly population.	The City will work to provide affordable housing to those potentially displaced by new development.	(b) Displace substantial numbers of existing housing (c) Displace substantial numbers of people
Policy 5.2 (Goal #5)	Provide priority processing and reduced development fees for Specific Plans with an affordable housing component.	The City will work to provide affordable housing to those potentially displaced by new development.	(b) Displace substantial numbers of existing housing (c) Displace substantial numbers of people

City of Walnut General Plan: Land Use Element			
Policy LCD-1.2: Mixed-Use Zones	Create use regulations and development standards for new mixed-use Zones that correspond to the mixed-use land use designations.	Provide additional housing in higher density environment.	(b) Displace substantial numbers of existing housing (c) Displace substantial numbers of people
Policy LCD-1.8: Housing Choices	Encourage a variety of housing choices, including live-work units, courtyard housing, and mixed-use buildings with vertical and/or horizontal residential types.	Helps ensure that growth is maintained within the established development footprint and provides additional housing.	(b) Displace substantial numbers of existing housing (c) Displace substantial numbers of people

17.2.4 Conclusions

Implementation of the GPU and WVSP would result in increased residential density which, in turn, would increase the population of Walnut. The new development, including the WVSP area, would not involve physically altering pristine or open space areas, or the extension of roads or other growth-inducing infrastructure since nearly the entire City is already developed. The implementation of the GPU and WVSP would not induce substantial population growth nor would it result in the displacement of housing and/or people. Much of the new development under the GPU and WVSP would occur within the existing mixed-use area.

The City would ensure that existing regulations and land use policies are used to avoid or reduce an identified potential environmental impact. Although some existing housing units are susceptible to redevelopment under the WVSP the amount of new housing covered in the two plans exceeds the housing that could be replaced. Furthermore, population growth in the region is driven more by birth rates, regional economic conditions, and relocation to the area.

In most cases, no one goal, policy, or implementation measure (“policy” for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in Table 17-2 will result in a less-than-significant impact related to population and housing. This conclusion is consistent with the purpose and use of a program EIR for a GPU (see EIR Introduction, Chapter 1).

Based on the methodology described above, the GPU and WVSP impacts related to population and housing would be **less than significant**. No mitigation is required.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
CEQA	California Environmental Quality Act
ECR	Existing Conditions Report
EIR	Environmental Impact Report
GPU	General Plan Update
SCAG	Southern California Association of Governments
WVSP	West Valley Specific Plan

References Cited

California Department of Finance
 2011 1850-2010 Historical US Census Populations of Counties and Incorporated Cities/Towns in California. Sacramento, CA.
 2017 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2016, with 2010 Benchmark. Sacramento, CA.

City of Walnut
 2017 General Plan Existing Conditions Report. Walnut, CA.

Southern California Association of Governments (SCAG)
 2016 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Los Angeles, CA.

18. PUBLIC SERVICES AND RECREATION

This EIR Chapter describes existing conditions for fire protection and emergency medical services, police protection, public schools, parks and recreation, and other public facilities in the City, including libraries. The Chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the GPU and WVSP, describes potential impacts, and discusses goals, and policies that would avoid or reduce those potential impacts.

18.1 SETTING

The environmental and regulatory setting of the City of Walnut with respect to public services is described in detail in the City of Walnut ECR, Community Facilities and Infrastructure, and Public Services Chapters (City of Walnut 2017a). The ECR is available on the website at:

<http://www.cityofwalnut.org/home/showdocument?id=7155>

18.1.1 Environmental Setting

Relevant to this EIR Public Services Chapter, the Environmental Setting is organized into the following sections:

- a) Fire Protection and Emergency Medical Services
- b) Police Protection
- c) Schools
- d) Parks and Recreation
- e) Libraries and Community Facilities

The following information on fire, police, schools, and libraries is taken from the ECR and specific service providers' websites including Los Angeles County Fire, Los Angeles County Sheriff's Department, Los Angeles County Library System, the City of Walnut and applicable school districts.

(a) Fire Protection and Emergency Medical Services

The Los Angeles County Fire Department (LACFD) provides fire protection, fire suppression, and emergency medical services on a contract basis for Walnut. LACFD serves over four million residents over 2,300 square miles. The department has 173 Fire Stations; it also has both a Wildland Fire Division and a Lifeguard Division. Presently, two Fire Stations in Walnut are operated by Division VIII of the LACFD:

- **Station 61** – Located at 20011 La Puente Road in Walnut. This Station serves the City of Walnut as well as surrounding unincorporated areas, the City of Industry, and the City of Diamond Bar. This Station has a paramedic and a fire engine unit that responds to all emergencies, including accidents, fires, swift water rescues, and hazardous material spills.
- **Station 146** – Located at 20604 Loyaltan Drive in Walnut. This station serves the City of Walnut, including Mt. San Antonio College (Mt. SAC). This Station is known as a "critical station," and also provides mutual aid to other cities,

such as West Covina and Diamond Bar, as well as other areas, including parts of Orange County. This Station has one fire engine and a structure to store applicable fire apparatus.

The LACFD's response goal for emergency fire calls is within five minutes of receiving a request for assistance. This goal is achieved 90 percent of the time. The response goal for non-emergency calls is eight minutes. Figure 18-1 (sourced from Public Safety Element) shows the distance from the closest fire station to areas throughout the City.

(b) Police Protection

The Los Angeles County Sheriff's Department serves the City through the East Patrol Division, mainly covering the San Gabriel Valley. The Division operates the Walnut/Diamond Bar Sheriff's Station located at 21695 E. Valley Boulevard in Walnut. The station serves not only Walnut but also the City of Diamond Bar and the unincorporated areas of Los Angeles County (Rowland Heights and Covina Hills). Figure 18-2 identifies the linear distance by streets from the Sheriff's station by one and two-mile increments.

Response times in the City of Walnut vary by the type of call: (1) emergency; (2) priority; and (3) routine. Data were provided by the Sheriff's liaison to the community of Walnut for the 12-month period between November 2016 to November 2017 (Los Angeles County Sheriff 2017). For emergency calls, the average response time was 4.2 minutes. For priority calls, the response time was 8.1 minutes. For routine calls, the average response time was 21.0 minutes.

(c) Schools

Students in the City of Walnut are assigned to schools in the following two school districts: (1) the Walnut Valley Unified; and (2) the Rowland Unified School District. The schools are shown in Table 18-1. The Covina Valley Unified School District also covers a small portion of Walnut in the northeast part of the City. However, the District does not operate any schools in the City. Walnut has one high school, one middle school, and five elementary schools. All of the K-12 public schools are in the Walnut Valley Unified School District with the exception of Stanley G. Oswalt Elementary School.

Mt. SAC is a two-year community college and has a student population of 34,591 as of the Spring of 2017¹; this ranks the college as one of the ten largest enrollments of any public higher education institution in California. The Mt. San Antonio Community College District covers a large geographical area serving the cities of Walnut, Baldwin Park, Industry, Diamond Bar, Pomona, Covina, West Covina, San Dimas, La Verne, and several unincorporated areas including Rowland Heights, Hacienda Heights, and South San Jose Hills. The District is governed by an elected Board of Trustees.

A small portion of Cal Poly Pomona lies within the northeast section of Walnut's boundaries. The portion of the campus in Walnut contains the Voorhis Ecological Reserve, as well as agricultural fields used as part of University curricula. Classes typically are not held at the reserve; it primarily functions as an ecological reserve with some ancillary research activities.

¹ Community College Management Information Systems Data Mart. 2017. Accessed on December 5.
http://datamart.cccco.edu/Students/Student_Term_Annual_Count.aspx

Figure 18-1 Fire Station Boundaries

Station No. 61

Figure 18-2 Sheriff Station Accessibility

Walnut/Diamond Bar Sheriff
Station

Table 18-1: Schools and Enrollment in Walnut

School Name	Enrollment 2014-2015	District
Walnut High School	2,754	Walnut Valley Unified School District
Suzanne Middle School	1,347	
Cyrus J. Morris Elementary School	444	
Vejar Elementary	563	
Westhoff Elementary School	587	
Collegewood Elementary School	626	
Stanley G. Oswald Elementary School	993	Rowland Unified School District
Mt. San Antonio College	34,591	Mt. San Antonio Community College District

Sources:

Existing Conditions Report (City of Walnut 2017b) for elementary and middle schools;
 Community College Management Information Systems Data Mart for Mt. San Antonio College (2017)

(d) Parks and Recreation

The City of Walnut has 11 parks that provide a wide array of recreation opportunities for the residents of, and visitors to, the City. Table 18-2 shows the park, its location and number of acres the park covers. Overall, the City manages just over 101 acres of parklands (developed and undeveloped). The largest park is Walnut Ranch Park, which is partially undeveloped, with 45 acres. These parks contain sports fields, playgrounds, picnic tables, snack bars, and tennis courts among other developed facilities.

As of 2016, the City has an estimated population of 30,152 residents. With 73 acres of developed parkland, that equates to approximately 2.42 developed parkland acres per 1,000 persons. According to the ECR, the City has approximately 28 acres of undeveloped parkland (including at Walnut Ranch Park). The City also has a joint-use agreement with the Walnut Valley Unified School District for use of District facilities. While not included in the parkland/population ratio, the schools' sports fields provide highly utilized resources, and the indoor facilities allow the City to operate additional desired recreation activities.

Table 18-2: Parklands in Walnut

Park Name	Location	Acres
1. Arroyo Park	19891 Camino Arroyo	2.71
2. Butterfield Park	19370 Camino Arroyo	4.43
3. Country Hollow	Country Hollow Dr./Parker Canyon	6.35
4. Creekside Park	780 Creekside Dr.	14.32
5. Heidelberg Park	20406 Loyalton Dr.	0.14
6. Lemon Creek Park	130 Avenida Alipaz	2.82
7. Norm Ashley Park	19711 Camino De Teodoro	0.38
8. Snow Creek Park	20633 Snow Creek Dr.	9.46
9. Suzanne Park	625 Suzanne Rd.	13.66
10. Walnut Hills Park	19475 Avenida Del Sol	1.92
11. Walnut Ranch Park	20101 Amar Rd.	45.58*
Parks Total	73.09 – Developed Parkland 28.68 – Undeveloped Parkland 101.77 – Total Parkland	

Note: Developed acres consist of parklands that have been improved including outdoor sports fields, turf fields, playgrounds, and other similar recreational amenities.

Source: City of Walnut 2017b

*Includes 28.68 acres of undeveloped parkland.

In addition to the developed parklands, Walnut manages a trail system of 23.5 miles providing access for hikers, equestrians, and bikers. Trails in the City are categorized into two types: (1) improved trails; and (2) wilderness trails. Improved trails typically consist of decomposed granite surfaces or other similar surfaces and include protective posts and railings for equestrians. They are commonly located along streets. Wilderness trails consist of unimproved dirt paths through open space areas and between properties. Motorized vehicles are prohibited on all trails.

Additionally, the County of Los Angeles maintains the 30-mile long Schabarum-Skyline Trail, which bisects the City and connects open spaces in the southern San Gabriel Valley with open spaces in the San Jose Hills along the northern City border. The Trail passes through open spaces and flood control channels, connecting communities from Covina to Whittier. The Trail allows hiking, biking, and horse riding and is a segment of the Scharbarum Trail. The Schabarum-Skyline Trail connects to the Schabarum Grand Spur Trail just north of the City limits. According to the ECR, Walnut has approximately thirty-three (33) acres of open space within the trail system.

Under the Quimby Act, State law sets a generally applicable standard of three point zero (3.0) acres of parkland per 1,000 residents as the maximum that can typically be required by a City or County as a condition of approval of a residential subdivision. As discussed above, the City currently falls below the guideline for developed parks (2.42 acres per 1000 residents); however, the City provides nearly 33 acres per 1000 residents of combined open space, trails,

and developed parks. This does not include the facilities and sports fields provided in the joint use agreement with the Walnut Valley Unified School District.

(e) Libraries and Community Facilities

The City of Walnut is served by the County of Los Angeles Public Library System (2017). The Walnut Library is located at 21155 La Puente Road. In 2014, the library underwent a \$1 million renovation which added a group study room, teen area, remodeled floor area, refurbished ADA-compatible restrooms, new furniture, and improved audio-visual equipment for special events. The remodeled Walnut Library is 10,000 square feet in size and provides a variety of services for residents.

18.1.2 Regulatory Setting

Relevant to this EIR Public Services Chapter, the Regulatory Setting is organized into the following sections:

- a) Fire Protection and Emergency Medical Services
- b) Police Protection
- c) Schools
- d) Parks and Recreation
- e) Libraries and Community Facilities

(a) Fire Protection and Emergency Medical Services

California Fire Code (Title 24, Part 9, California Code of Regulations). The California Fire Code incorporates the Uniform Fire Code with necessary California amendments. This Code prescribes regulations consistent with nationally recognized good practices for the safeguarding, to a reasonable degree, of life and property from the hazards of fire explosion. It also addresses dangerous conditions arising from the storage, handling, and use of hazardous materials and devices; conditions hazardous to life or property in the use or occupancy of buildings or premises; and provisions to assist emergency response personnel.

California Building Code. The 2010 California Building Code (CBC) became effective January 1, 2011, including Part 9 of Title 24, the California Fire Code. Section 701A.3.2 of the CBC requires that new buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted, comply with all sections of the Chapter.

California Health and Safety Code (Sections 13000 et seq.). This Code establishes State fire regulations, including regulations for building standards (also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

(b) Police Protection

The safety and welfare of the City of Walnut community is protected in accordance with (Title III, Public Health, Safety and Welfare), of the City's Municipal Code.

Walnut General Plan Update, Public Safety Element. The Walnut GPU, Public Safety Element contains the following goal:

- Goal PS-1: Effective and comprehensive crime prevention/protection and fire services that respond to the community's safety needs

(c) Schools

Education Code Section 17620. Education Code Section 17620 allows school districts to assess fees on new residential and commercial construction within their respective boundaries. These fees can be collected without special City or County approval, to fund the construction of new school facilities necessitated by the impact of residential and commercial development activity. In addition, these fees can also be used to fund the reconstruction of school facilities or reopening schools to accommodate development-related enrollment growth. Fees are collected immediately prior to the time of the issuance of a building permit by the City or the County.

Leroy F. Green School Facilities Act (1998). California Government Code Section 65995 (The Leroy F. Green School Facilities Act of 1998) sets base limits and additional provisions for school districts to levy development impact fees and to help fund expanded facilities to house new pupils that may be generated by the development project. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. These fees may be adjusted by the District over time as conditions change.

(d) Parks and Recreation

State Public Park Preservation Act (California Public Resource Code Section 5400 – 5409). The State Public Park Preservation Act is the primary instrument for protecting and preserving parkland in California. Under the act cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures a no net loss of parkland and facilities.

Quimby Act (1975). The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay in lieu fees towards parkland.

(e) Libraries and Community Facilities

There are no Federal, State, or local mandatory regulations that pertain to libraries and community facilities.

18.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts related to public services and recreation that could result from the GPU, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The Section also recommends Mitigation Measures as needed to reduce significant impacts.

18.2.1 Significance Criteria

Based on the CEQA Guidelines, implementation of the GPU would have a significant impact related to public services if it would:¹

¹CEQA Guidelines, Appendix G, Issues XIV (a) and XV (a) and (b).

(a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

- Fire Protection and Emergency Medical Service
- Police Protection
- Public Schools
- Parks
- Libraries or other Public Facilities

(b) 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;

(c) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

18.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to public services and recreation followed this basic sequence:

(1) The ECR, along with other public documents developed by the City, the County and other public agencies were evaluated to identify existing environmental conditions and problems related to public services and recreation, including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2016), including Appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 17.2.1 above.

(3) The GPU and WVSP were analyzed to identify goals, and policies (“policies” for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the GPU and WVSP, Mitigation Measures were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible Mitigation Measures cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

18.2.3 Environmental Impacts

Potential Impacts of Future Development under the GPU and WVSP

Public services can be potentially impacted by increased population, especially when new facilities are not built to meet population increases or when existing facilities are not adequately maintained. Additionally, impacts may also occur when new facilities are built and the results

are physical impacts to existing resources. Overall, the City of Walnut's GPU accounts for both these scenarios. The GPU both provides guidelines to mitigate potential negative environmental impacts. Additionally, new facilities are subject to both the provisions of the GPU and compliance with CEQA, when required. Environmental review would identify site-specific conditions and physical changes resulting from school expansion. Typical impacts associated with new or expanded parks or recreation facilities include short-term construction activities related to air quality pollutant emissions, temporary traffic detours, changes in traffic distribution, and noise.

It should also be noted that new developments would result in increased property taxes which would assist in paying for the incremental increases in demand for public services. Additionally, the City and other public service providers require development impact fees to maintain service levels.

Fire Services

Adoption of the proposed GPU and WVSP would not directly create the need for any new or expanded facilities because the project does not authorize any particular development project or construction activities. The build out of the proposed GPU would create increases in population and employment and a potential increase in demand on fire services.

If a fire facility is to be expanded or constructed as a result of buildout of the proposed GPU or WVSP, the fire facility would undergo a development review process and be subject to an environmental review pursuant to CEQA. That environmental review would identify site-specific conditions and physical changes resulting from fire station expansion, construction of new fire stations, or trenching needed for fire flow and water supply. Mitigation would be identified, as necessary, to reduce impacts related to fire and emergency service facilities expansion or new construction, as mandated by CEQA.

Police Services

Los Angeles County Sheriff's Department provides police services for Walnut. The population of the City would be expected to increase under the GPU and WVSP although future residential growth would be accommodated within the existing footprint of the City. The Sheriff's Department maintains a Police Station in the City. If a new facility were to be built throughout the term of the GPU, it would need to comply with existing environmental regulations. If proposed, the facility would be subject to a development review process and the environmental review pursuant to CEQA. Environmental review would identify site-specific conditions and physical changes resulting from police station expansion and construction of new stations.

School Services

New housing would be constructed over the long term as population growth occurs pursuant to the GPU and WVSP. Construction of new homes would increase the number of school-aged children within the City. Pursuant to State law, collection of fees by School Districts is sufficient in mitigating any potential impacts to school facilities resulting from long-term growth in the community. Additionally, any required expansion or construction of school facilities would be subject to environmental review pursuant to State law and CEQA.

Parks and Recreation

The City of Walnut is well served on a per population basis with open space and trails. The GPU includes policies that support the addition of parklands and trails. The most significant proposed development, on existing undeveloped parkland, is Walnut Ranch Park. Additional recreational facilities potentially considered within the GPU include an aquatic center, an outdoor public

amphitheater site, a community center, and trail loops and extensions. Any expansion or construction of recreational facilities would be subject to environmental review pursuant to State Law and CEQA.

How Existing Regulations and General Plan Policies Reduce Impacts

Table 18-3 presents relevant Existing Regulations and proposed General Plan policies that relate to public services. Column 1 lists each Regulation and General Plan Goal and Policy (“Policy” for short), organized by associated General Plan Element, that addresses the potential impact identified in Table 18-3. Column 2 is a summary of the regulation/policy and the text of the policy. Column 3 answers the question, “How does the regulation/policy avoid or reduce the potential impact?” Column 4 identifies the applicable CEQA significance criteria that is addressed by the regulation/goal/policy.

The verbs in Column 3 are intended to be applied consistently. The verb “ensures” means that the policy is sufficient to guarantee the result identified in the policy. The verb “helps” means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, “helps” is used for a policy that can be applied to avoid or reduce a wide range of potential impacts.

Table 18-3 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Public Services			
Regulation/Policy /Goal	Description of Regulation/Policy/Goal	How Does it Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulations – Fire Services			
State of California Fire Code	This Code prescribes regulations consistent with nationally recognized good practices for the safeguarding, to a reasonable degree, of life and property from the hazards of fire explosion.	Protects people and property from fire hazards and ensures fire and medical services will be provided.	(a) adverse physical impacts - fire protection
State of California Building Code (CBC)	Section 701A.3.2 of the CBC requires that new buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface contain construction materials and systems designed for exterior wildfire exposure (e.g. roofing material, attic ventilation etc.)	Protects people and property from fire hazards and ensures fire and medical services will be provided.	(a) adverse physical impacts - fire protection
State of California Health and Safety Code	This code establishes State fire regulations, including regulations for building standards (also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.	Protects people and property from fire hazards and ensures fire and medical services will be provided.	(a) adverse physical impacts - fire protection
Existing Regulations – Schools			
State of Education Code Section 17620	Allows school districts to assess fees on new residential and commercial construction within their respective boundaries.	Ensures coordinated planning between Walnut and the applicable school districts for new school sites. Will require new construction as new schools are needed.	(a) adverse physical impacts -- schools
Existing Regulations – Parks and Recreation			
California State Public Park Preservation Act	The California State Public Park Preservation Act is the primary instrument for protecting and preserving parkland in California.	Promotes increasing parkland and recreational facilities, which reduces the potential for physical deterioration of existing facilities.	(a) adverse physical impacts -- parks

Table 18-3 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Public Services			
Regulation/Policy /Goal	Description of Regulation/Policy/Goal	How Does it Avoid or Reduce Impact?	Applicable Significance Criteria
California State Quimby Act (1975).	The California State Quimby Act allows cities and counties to adopt park dedication standards/Ordinances which require developers to set aside land, donate conservation easements, or pay in lieu fees towards parkland.	Promotes increasing parkland and recreational facilities, which reduces the potential for physical deterioration of existing facilities.	(a) adverse physical impacts -- parks (b) increased use of existing parks
General Plan Update Public Safety Element			
Goal PS-1	Effective and comprehensive crime prevention/protection and fire services that respond to a community's safety needs	Protects people and property from fire hazards and ensures fire and emergency services will be provided.	(a) adverse physical impacts – police and fire protection
Policy PS 1.1: Law Enforcement and Fire Services	Maintain law enforcement and fire prevention services that maximize protection of life and property.	Ensures adequate police services will be provided.	(a) adverse physical impacts - police protection
Policy PS 1.4: Additional Patrols	Explore ways to increase Sheriff patrols	Ensures adequate police services will be provided.	(a) adverse physical impacts - police protection
Policy PS 1.5: Community-Oriented policing	Provide community-oriented policing and crime prevention programs.	Ensures adequate police services will be provided.	(a) adverse physical impacts - police protection
Policy PS-1.9: Future needs	Require an assessment and projection of future emergency service needs regarding personnel, training and equipment.	Ensures adequate police, fire and emergency services will be provided.	(a) adverse physical impacts – police and fire protection
Goal PS-2	Minimized risk associated with wildland fires	Protects people and property from fire hazards and ensures fire and emergency services will be provided.	(a) adverse physical impacts –fire protection
Policy PS 2.10: Public Facilities	Discourage locating essential public facilities and water infrastructure facilities within the Very High Fire Hazard Severity Zone	Helps prevent damage to public facilities and need to construct new facilities.	(a) adverse physical impacts – all public services

Table 18-3 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Public Services			
Regulation/Policy /Goal	Description of Regulation/Policy/Goal	How Does it Avoid or Reduce Impact?	Applicable Significance Criteria
Policy PS 2.11: Mutual Aid Agreements	Support the work of LA County Fire to be engaged in inter-fire service coordination preparedness and mutual aid multi-agency agreements to maintain effective and efficient services.	Ensures fire and emergency services will be provided.	(a) adverse physical impacts –fire protection
General Plan Update – Conservation, Open Space, and Recreation Element			
Goal COR-1	Open spaces that are protected and managed for current and future generations to enjoy	Maintaining park and recreation resources will help prevent the deterioration of the resources.	(a) adverse physical impacts – parks. (b) increased use of existing parks
Policy COR-1.1: Open Space Resources	Preserve and protect natural habitats, creeks, hillside areas for use by wildlife, for education, and for residents' passive enjoyment. Consider acquiring vacant parcels that can contribute to the network of open space for these purposes.	Maintaining park and recreation resources will help prevent the deterioration of the resources.	(a) adverse physical impacts – parks. (b) increased use of existing parks
Policy COR-11.1: Park System	Develop and maintain parks, recreational, and cultural facilities that reflect the broadest range of interests, and that meet the needs, desires, and interests of the Walnut community.	Maintaining park and recreation resources will help prevent the deterioration of the resources.	(a) adverse physical impacts – parks. (b) increased use of existing parks
Policy COR-11.2: Additional Parks	Explore ways to construct additional parks to ensure adequate open space/parks are provided within walking distance to all residential areas.	Maintaining park and recreation resources will help prevent the deterioration of the resources.	(a) adverse physical impacts – parks. (b) increased use of existing parks
Policy COR-11.3: Pocket Parks	Explore ways to add additional pocket parks throughout the City to provide additional recreation amenities within areas that lack access to parks.	Maintaining park and recreation resources will help prevent the deterioration of the resources.	(a) adverse physical impacts – parks. (b) increased use of existing parks

Table 18-3 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Public Services			
Regulation/Policy /Goal	Description of Regulation/Policy/Goal	How Does it Avoid or Reduce Impact?	Applicable Significance Criteria
Policy COR-11.4: Master Plan	Maintain a current parks, recreation, open space, and trails master plan that outlines policies and strategies to plan for recreational needs, park accessibility, long-term maintenance, changing demographic preferences, open space and trails management, and sustainable funding sources.	Ensure park and recreation facilities are maintained and meet community needs.	(a) adverse physical impacts – parks. (b) increased use of existing parks
Policy COR-11.5: New Parks	Require that all new, large residential developments provide onsite park facilities, and ensure they provide connectivity to the existing Walnut trail system.	Maintaining park and recreation resources will help prevent the deterioration of the resources.	(a) adverse physical impacts – parks. (b) increased use of existing parks
Policy COR-11.6: Joint-Use Agreements	Maintain joint-use agreements with school sites to maximize recreation opportunities.	Ensure access for park and recreation facilities.	(a) adverse physical impacts – parks. (b) increased use of existing parks
Policy COR-11.7: New Park Spaces	Create new kinds of parks or convert existing parks as new community needs arise. These parks should incorporate, when feasible, flexible park areas, natural, passive and social spaces, art facilities that utilize local artists, access to existing trails, and diverse recreation environments.	Maintaining park and recreation resources will help prevent the deterioration of the resources.	(a) adverse physical impacts – parks. (b) increased use of existing parks
Policy COR-11.8: Park Maintenance	Establish sufficient funding sources to maintain parks and recreation facilities at very high standards.	Ensure parks are maintained and do not physically deteriorate.	(a) adverse physical impacts – parks. (b) increased use of existing parks
Policy COR-11.9: Playground Replacement	Prioritize the replacement of playground equipment.	Ensure parks are maintained and do not physically deteriorate.	(a) adverse physical impacts – parks. (b) increased use of existing parks

Table 18-3 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Public Services			
Regulation/Policy /Goal	Description of Regulation/Policy/Goal	How Does it Avoid or Reduce Impact?	Applicable Significance Criteria
Policy COR-12.1: Meeting Trail Needs	Maintain the City's extensive trail network to accommodate the diverse needs of the Walnut community.	Maintaining park and recreation resources will help prevent the deterioration of the resources.	(a) adverse physical impacts – parks. (b) increased use of existing parks
General Plan Update – Community Facilities and Infrastructure Element			
Policy CFI-1.1: Facility Monitoring and Evaluation	Expand and improve City facilities and buildings as needed to meet community needs, based on regular monitoring and evaluation of the physical condition of facilities, service gaps, and changing community needs.	Ensures public facilities are maintained.	(a) adverse physical impacts – all public services
Policy CFI-1.2: New Development Impacts	Require that development projects fully address impacts to public facilities and services. Ensure new development pays proportional fair-share costs of public facilities through applicable fees and assessments.	Ensures that new public facilities are appropriately financed and existing facilities do not physically deteriorate.	(a) adverse physical impacts – all public services
Policy CFI-1.5: Maintenance	Identify long-term funding sources that can be used to ensure that existing facilities are enhanced and maintained to meet the community's needs.	Ensures that new public facilities are appropriately financed and existing facilities do not physically deteriorate.	(a) adverse physical impacts – all public services

18.2.4 Conclusions

In most cases, no one goal, policy, or implementation measure is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in Table 18-1 will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic. This conclusion is consistent with the purpose and use of a program EIR for a GPU (see EIR Introduction, Chapter 1). Additionally, the GPU and WVSP does open up the possibility for the construction of new facilities or the expansion of existing facilities (schools, police services, recreational). However, these new facilities, if proposed, would be both consistent with the GPU, and compliant with all environmental regulations, including CEQA.

Based on the methodology described above, impacts on public services would be *less than significant*. No mitigation is required.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
CBC	California Building Code
CEQA	California Environmental Quality Act
ECR	Existing Conditions Report
EIR	Environmental Impact Report
GPU	General Plan Update
LACFD	Los Angeles County Fire Department
Mt. SAC	Mt. San Antonio College
WVSP	West Valley Specific Plan

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19. TRANSPORTATION AND CIRCULATION

This Chapter describes existing and projected transportation conditions and provides an evaluation of the potential effects of the GPU and WVSP on the transportation and circulation system. The assessment includes potential impacts of the proposed GPU and WVSP as well as improvements to the transportation system, including streets and highways, transit systems, and bicycle and pedestrian routes. Traffic Impact Analyses (TIA) for both the GPU and WVSP are contained in Appendix E in Volume II of this EIR.

19.1 SETTING

The environmental and regulatory setting of the City of Walnut with respect to transportation and circulation is described in the ECR (City of Walnut 2017). Pursuant to Section 15150 of the State CEQA Guidelines, this document is incorporated into the EIR by reference. The ECR is available for download from the City's website at:

<http://www.cityofwalnut.org/home/showdocument?id=7155>

19.1.1 Environmental Setting

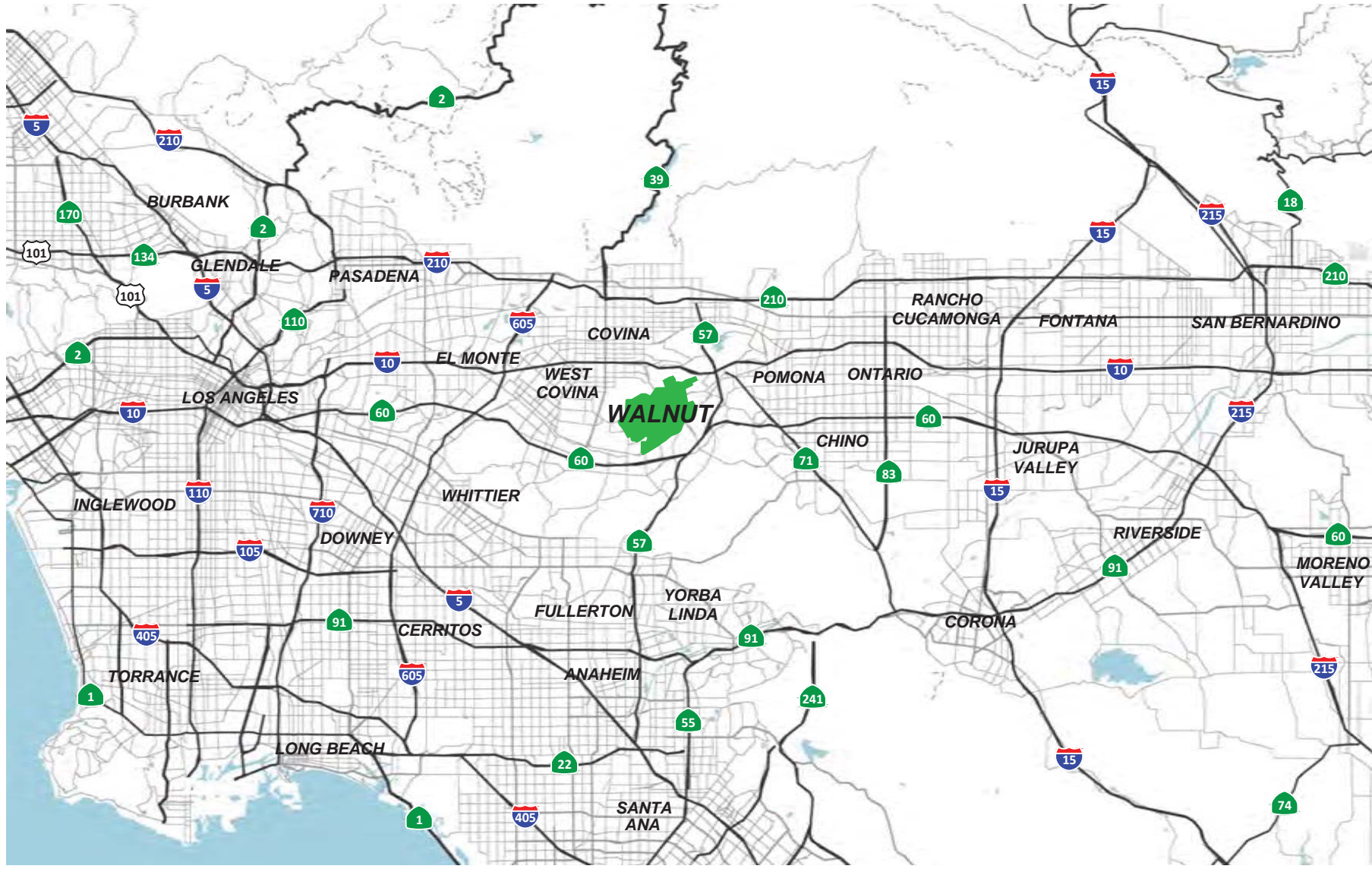
The ECR for mobility describes the transportation and circulation systems moving people and goods through and around the city. Located in eastern Los Angeles County, the transportation system in Walnut serves both regional and local travel needs. A map of the regional vicinity is shown in Figure 19-1. The ECR focuses on vehicular travel, but also presents mobility in a multimodal perspective including the following areas:

- Travel and Commute Patterns
- Streets and Highways
- Bicycle Facilities
- Pedestrian Facilities
- Transit including bus routes and the Metrolink light rail station in the City of Industry located within a half mile of the City of Walnut and WVSP boundaries
- Travel Demand Management
- Public Parking
- Aviation Facilities
- Goods Movement

The major findings of the ECR with respect to mobility are set forth below:

- Caltrans is responsible for the state highway system that influences regional travel patterns. One interstate highway (I-10) and two major state highways (SR 57 and SR 60) affect travel patterns within and around the City.
- Walnut's transportation system consists of a roadway network including Amar Road, Grand Avenue, Valley Boulevard, Lemon Avenue, La Puente Road, Nogales Street, and Temple Avenue.

Figure 19-1 Regional Vicinity



- The average daily traffic volumes on City streets varies from 8,200 to 43,600 vehicles per day, which indicates a variety of functions ranging from low volume streets providing local access, to high volume regional through routes.
- According to the Statewide Integrated Traffic Records System (SITRS), the City averaged almost 62 collisions per year, with the majority occurring as rear end collisions, sideswipes, or hitting an object (i.e. medians).
- The City has not developed a Master Plan for bicycle facilities. Existing Class II bicycle lanes (on-road, striped) are generally provided along Nogales Street, Grand Avenue north of La Puente Road, Amar Road from Creekside Drive to the east City limits, and La Puente Road from the west City limits to Grand Avenue. Pedestrian sidewalks are generally provided throughout the City along the classified street system and most local residential streets.
- Several bus transit lines connect Walnut to local and regional destinations including by Foothill Transit and Los Angeles County Metropolitan Transportation Authority (Metro). Metro has bus lines targeted to service Mt. SAC and Cal Poly Pomona. Additionally, the City operates a Dial-A-Cab program for seniors and disabled residents.
- In the WVSP area, there are sidewalks along the north side of Valley Boulevard parallel to the street frontage but there are no bicycle facilities along Valley Boulevard in the Specific Plan area. Foothill Transit provides transit (bus) service (Line 194) along parts of Valley Boulevard with several bus stops along Valley Boulevard at the intersections of Fairway Drive, Camino De Gloria, and Bourdet Avenue.
- Union Pacific Railroad tracks run through the City of Industry parallel to Valley Boulevard immediately south of the City limits, along one of the busiest rail freight corridors in the nation – the Alameda Corridor - East. The Alameda Corridor - East (ACE) Construction Authority manages construction projects along this rail corridor. However, there are no service stops within the City. At-grade rail crossings occur at Brea Canyon Drive, Lemon Avenue, and Fairway Drive immediately south of the City limits.
- Metrolinks' Light Rail Riverside Line also runs along the WVSP boundary within the City of Industry. The Riverside Line connects Los Angeles' Union Station and Downtown Riverside. The City of Industry Station is located at Brea Canyon Road, less than one-half mile from the City of Walnut and WVSP boundaries.
- According to SCAG's 2016 RTP/SCS (SCAG 2016), High Quality Transit Areas (HQTAs) are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only three percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth and 55 percent of the future employment growth by the year 2040 (SCAG 2016). The length of Amar Road/Temple Avenue is one example of a designated HQTA in the City of Walnut, connecting Pomona to the eastern San Gabriel Valley.
- The Walnut Municipal Code (WMC) Title III, Chapter 16, Section 16-8 designates the following streets within City limits as truck routes with a maximum gross weight limit of 6,000 pounds:

- Lemon Avenue between Valley Boulevard and Carrey Road
 - Lemon Creek Drive
 - Commerce Way
 - Alisu Court
 - Paseo Sonrisa
 - Paseo del Prado
 - Paseo Tesoro
 - Paseo Robles
 - Carrey Road
- There are no airports within the City of Walnut, or within two miles of the City's boundaries. There are no airport land use compatibility plan zones that overlap with the City of Walnut. The nearest airport is the Brackett Field Airport located in the City of La Verne over 8 miles to the northeast of the City of Walnut. The Ontario International Airport is approximately 12 miles away from the City.

19.1.2 Regulatory Setting

Regional

The ECR cites the following regional agencies and sources for the regulatory setting:

- LA County Metro Active Transportation Strategic Plan (ATSP)
- Metropolitan Transportation Commission (MTC)
- LA County Metro Congestion Management Program (CMP)
- Southern California Association of Governments (SCAG) – Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS)

Local

Division 2 (Transportation and Air Quality Measures) of Title VI (Planning and Zoning), Chapter 25 (Zoning), Article XVI Supplemental Planning Requirements of the Walnut Municipal Code contains the requirements of the City's Trip Reduction and Transportation Demand Management (TDM) Ordinance.

The City's TDM Ordinance was certified in 1993 to comply with the Congestion Management Program (CMP) of Los Angeles County (Metro 2010). The Ordinance requires implementation of trip reduction measures for new non-residential development as follows:

TDM Requirements	New Non-Residential Development		
	25,000+ Square Feet (30 to 100 employees)	50,000+ Square Feet (60 to 200 employees)	100,000+ Square Feet (125 to 400 employees)
Transportation Information Area (i.e., bulletin board, display case, or kiosk)	X	X	X
Preferential Carpool/Vanpool Parking		X	X
Parking Designed to Admit Vanpools		X	X
Bicycle Parking		X	X
Carpool/Vanpool Loading Zones			X
Efficient Pedestrian Access			X
Bus Stop Improvements			X
Safe Bike Access from Street to Bike Parking			X

In addition, the Ordinance requires that transit operators be given the opportunity to review EIRs prepared for residential and non-residential projects served by the transit service.

As recommended in the CMP for Los Angeles County, Walnut also supports programs that encourage transit use, such as subsidizing Metrolink’s EZ Transit Pass, as well as Foothill Transit passes. The EZ Transit Pass is valid for unlimited travel with 22 participating Transit Agencies throughout Southern California, including Foothill Transit.

19.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts related to transportation and circulation that could result from the GPU and WVSP, and discusses Goals and Policies that would avoid or reduce those potential impacts. The section also recommends Mitigation Measures, as needed, to reduce significant impacts.

19.2.1 Significance Criteria

Based on the CEQA Guidelines¹, implementation of the GPU and WVSP would have a significant impact on transportation and circulation if it would:

- (a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

¹ CEQA Guidelines, Appendix G, Issue XVI (a) through (f).

- (b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- (e) Result in inadequate emergency access; or
- (f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The current City of WGP does not identify the minimum acceptable Level of Service (LOS) (defined in Section 19.2.2 below) during the peak hours for intersections in the City of Walnut. Transportation impacts for individual development projects in the City of Walnut are typically assessed in accordance with the incremental thresholds presented in the Los Angeles County Traffic Impact Analysis Report Guidelines (Los Angeles County Department of Public Works, 1997). A threshold of LOS D is typically applied to actual development projects where the location, timing, and intensity are known, whereas the purpose of the analysis in this EIR is to serve as a guide for Citywide growth. Nevertheless, for purposes of this traffic impact analysis, LOS D is considered the minimum acceptable LOS during the peak hours for intersections in the City of Walnut. This also matches the threshold used by neighboring cities.

California Department of Transportation (Caltrans) follows their Guide for the Preparation of Traffic Impact Studies (Caltrans, 2002), and tries to maintain a target between LOS C and D on State highway facilities. Caltrans acknowledges that this may not always be feasible and recommends consultation to determine the appropriate target LOS for individual projects (see Traffic Impact Analysis for the WVSP contained in Appendix E). For the purposes of the analysis in this EIR, LOS D has been selected as the minimum acceptable LOS for State Highway facilities as well.

Projected changes in the volume-to-capacity ratio from pre-project conditions are also considered potentially significant according to the Los Angeles County Traffic Impact Analysis Report (Los Angeles County Department of Public Works 1997). A change of ≥ 0.04 (for LOS C pre-project conditions), ≥ 0.02 (for LOS D pre-project conditions), or ≥ 0.01 (for LOS E or F pre-project conditions) would also be considered a significant impact for individual projects. This threshold of significance was also used to evaluate impacts associated with the WVSP.

Finally, roadway segment volume-to-capacity ratios, based on daily traffic volumes, are used for planning level analysis to identify locations with potential peak hour deficiencies. Ultimately, actual roadway capacity is generally determined by peak hour intersection operations since intersections are typically the most constraining portions of a roadway. Therefore, the most important threshold of significance for determining traffic impacts is the threshold of significance for impacts on intersections. Nevertheless, for the purposes of this EIR, LOS D is considered the minimum acceptable LOS for road segments in the City of Walnut.

19.2.2 Analysis Methodology

As discussed above, for the “traffic impact analysis” of buildout under the GPU and buildout under the WVSP, impacts are analyzed on both intersections and important road segments in the City’s circulation system. Two study areas were identified for this EIR: (1) key intersections and road segments within the City overall and, (2) key intersections and road segments affected by the WVSP. For the WVSP, due to its proximity to the boundaries of other City jurisdictions, impacts on some intersections located outside of the City of Walnut boundaries were evaluated in this EIR. The methodology for analyzing impacts on intersections and road segments is discussed further below, as well as a description of both study areas.

Traffic conditions under the “Existing Condition” are compared with traffic conditions under the “Existing + Project” scenario each for the GPU and WVSP. The “Existing + Project” scenario assumes full buildout by the year 2040 (the planning horizon of both the GPU and WVSP). These scenarios, and assumptions behind them, are described in more detail below as well.

Intersection Capacity Analysis Methodology

Analysis of signalized intersections within the City of Walnut is primarily based on the Intersection Capacity Utilization (ICU) methodology, in accordance with guidance contained in the Los Angeles County Traffic Impact Analysis Report Guidelines (Los Angeles County Department of Public Works, 1997). The ICU methodology compares the volume of traffic using the intersection, to the capacity of the intersection. The resulting ICU value represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic, if all approaches operate at capacity. The volume-to-capacity ratio is then correlated to a performance measure known as LOS based on the following thresholds in Table 19-1. LOS is used to qualitatively describe the performance of a roadway facility, ranging from LOS A (free-flow conditions) to LOS F (extreme congestion and system failure).

Table 19-1 Level of Service (LOS) Definitions for the Intersection Capacity Utilization Method

Level of Service	Intersection Capacity Utilization (ICU) Value	Definition
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 to 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 to 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 to 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 to 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board. 1980. Interim Materials on Highway Capacity, Transportation Research Circular No. 212. January.

Intersections within the jurisdiction of Caltrans were analyzed using the “intersection delay” method, based on the procedures contained in the Highway Capacity Manual (Transportation Research Board, 2016). This methodology compares the volume of traffic using the intersection, to the capacity of the intersection, to calculate the delay associated with the traffic control at the intersection. The intersection delay is then also correlated to LOS. This method was used to analyze intersections affected by the WVSP. Please see the Traffic Impact Analysis for the WVSP in Appendix E of this EIR for more details.

Roadway Segment Volume-to-Capacity Analysis Methodology

Roadway segment performance is based on the volume-to-capacity ratio, which is calculated by dividing the volume of traffic using the roadway by the roadway capacity. The volume-to-capacity ratio is then correlated to LOS based on the same thresholds as the ICU methodology discussed above.

Table 19-2 shows the “daily traffic volume” capacity for roadway segments. It should be noted that the capacity values shown in Table 19-2 represent theoretical daily roadway capacity. Actual daily roadway capacity is a function of many factors, including (but not limited to), roadway alignment, intersection and driveway spacing, signal timing, lane widths, and duration of peak periods.

Table 19-2. Roadway Segment Capacity

Roadway Classification	Description	Number of Lanes*	Maximum Daily Traffic Volume (LOS E Capacity)
Major Streets	Principal network for the flow of traffic. Typically provide four travel lanes plus a center median. Direct access from private property is typically prohibited.	8D	72,000
		6D	54,000
Secondary Streets	Serve as connection between two arterial streets in a location of significance on a sub-area basis. Typically provide four travel lanes, but no continuous center median.	4D	36,000
		4U	36,000
Important Local Streets	Serve important local neighborhood needs.	2U	15,000

*Notes:

D Lane-divided roadway

U Lane-undivided roadway

Study Areas

The study area for the traffic impact analysis for the GPU included an evaluation of AM and PM peak hour traffic conditions at the following 13 key intersections and 25 roadway segments (Figure 19-2):

▪ Intersections

#1. Nogales Street (north-south [NS]) at Amar Road (east-west [EW])

#2. Fairway Drive (NS) at Valley Boulevard (EW)

Lemon Avenue (NS) at multiple locations including:

- #3. at Amar Road (EW)
- #4. at Meadow Pass Road (EW)
- #5. at La Puente Road (EW)
- #6. at Carrey Road (EW)
- #7. at Valley Boulevard (EW)

#8. Meadow Pass Road (NS) at Amar Road (EW)

#9. Pierre Road (NS) at Valley Boulevard (EW)

Grand Avenue (NS) at multiple locations including:

- #10. at Mountaineer Road (EW)
- #11. at Amar Road/Temple Avenue (EW)
- #12. at La Puente Road (EW)
- #13. at Valley Boulevard (EW)

▪ Road Segments

Nogales Street along:

- #1. Amar Road to Shadow Oak Drive
- #2. South of Shadow Oak Drive

Lemon Avenue along:

- #3. Amar Road to Meadow Pass Road
- #4. Meadow Pass Road to La Puente Road
- #5. La Puente Road to Carrey Road
- #6. Carrey Road to Valley Boulevard

Grand Avenue along:

- #7. North of Mountaineer Road
- #8. Mountaineer Road to Amar Road/Temple Avenue
- #9. Amar Road/Temple Avenue to Snow Creek Drive
- #10. Snow Creek Drive to La Puente Road
- #11. La Puente Road to Valley Boulevard

Amar Road along:

- #12. West of Creekside Drive
- #13. Creekside Drive to Lemon Avenue
- #14. Lemon Avenue to Meadow Pass Road
- #15. Meadow Pass Road to Grand Avenue

Temple Avenue along:

- #16. East of Grand Avenue

La Puente Road along:

- #17. West of Forecastle Avenue
- #18. Forecastle Avenue to Lemon Avenue
- #19. Lemon Avenue to Pierre Road
- #20. Pierre Road to Grand Avenue

Valley Boulevard along:

- **#21.** Fairway Drive to Lemon Avenue
- **#22.** Lemon Avenue to Pierre Road
- **#23.** Pierre Road to Brea Canyon Road
- **#24.** Brea Canyon Road to Grand Avenue
- **#25.** East of Grand Avenue

The Study Area for the “traffic impact analysis” for the WVSP consists of the following 14 study intersections within the City of Walnut, City of West Covina, City of Industry, County of Los Angeles, and Caltrans jurisdiction (Figure 19-3):

- #1.** Nogales Street (north-south [NS]) at Valley/Nogales Connector (east-west [EW]) (West Covina)
- #2.** Valley/Nogales Connector (NS) at Valley Boulevard (EW) (West Covina)
- #3.** Sentous Avenue (NS) at Valley Boulevard (EW) (West Covina)
Fairway Drive (NS) at multiple intersections including:
 - **#4.** at Valley Boulevard (EW) (West Covina)
 - **#5.** at San Jose Avenue, (EW) (Industry/LA County)
 - **#6.** at Business Parkway (EW)
 - **#7.** at Walnut Drive (EW) (Caltrans)
 - **#8.** at SR-60 Westbound Ramps (EW) (Caltrans)
 - **#9.** at SR- 60 Eastbound Ramps (EW) (Caltrans)
- #10.** Camino De Gloria (NS) at Valley Boulevard (EW) (Walnut/Industry)
- #11.** Castlehill Drive (NS) at Valley Boulevard (EW) (Walnut/Industry)
- #12.** Bourdet Avenue (NS) at Valley Boulevard (EW) (Walnut/Industry)
- #13.** Lemon Avenue (NS) at Valley Boulevard (EW) (Walnut/Industry)
- #14.** Pierre Road (NS) at Valley Boulevard (EW) (Walnut/LA County)

Scenarios

The following scenarios were analyzed for the “traffic impact analysis” for the GPU as well as for the WVSP:

1. **Scenario 1: Existing (2016) Conditions.** Existing daily and peak hour traffic volumes are based upon 24-hour mid-block and morning/evening peak period intersection, turning movement counts, obtained in October of 2016 during typical weekday conditions (when local schools and universities were in session).
2. **Scenario 2: Year 2040 No Build.** To assess Year 2040 “No Build” traffic conditions, existing traffic volumes were combined with ambient growth and trips generated by other developments in neighboring jurisdictions.
3. **Scenario 3: Year 2040 Buildout.** To assess Year 2040 “General Plan Buildout” traffic conditions, trips generated by the proposed buildout (net change) were added to Year 2040 “No Build” traffic volumes.

Consistency with Adopted Plans and Programs

To account for ambient traffic growth, existing traffic volumes were increased by 0.5% per year over a 24 year period, consistent with SCAG's adopted population growth forecasts for the City of Walnut in the RTP/SCS (SCAG 2016) (0.7% per year), Department of Finance population growth forecasts (at 0.4% per year), as well as traffic growth factors contained in the Los Angeles County 2010 Congestion Management Program. This is a conservative assumption since the ambient growth was applied to all movements at the study intersections.

19.2.3 Environmental Impacts

Potential Impacts of Future Development under the GPU and WVSP

This Section discusses the potential impacts upon implementation of the proposed GPU and WVSP based upon the CEQA significance criteria previously discussed. Where significant project impacts on traffic conditions are identified, measures are recommended to mitigate those impacts. The Mitigation Measures focus on physical changes to the intersections and roadways to increase vehicular capacity.

General Plan Update Impact Analysis

IMPACT T-1 GPU Impacts on Study Area Intersections

The Study Area for the GPU was segregated into Traffic Analysis Zones (TAZs) (see Figure 19-4). Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for 2016 existing and proposed land uses using the Institute of Transportation Engineers' (ITE) Trip Generation Manual (ITE 2012) (Figure 19-4 and Appendix E). Buildout of the proposed GPU is forecast to generate a total of approximately 46,497 additional daily trips, including 3,992 additional morning (A.M.) peak hour trips and 4,249 additional evening (P.M.) peak hour trips.

Figure 19-2 General Plan Update Traffic Study Area

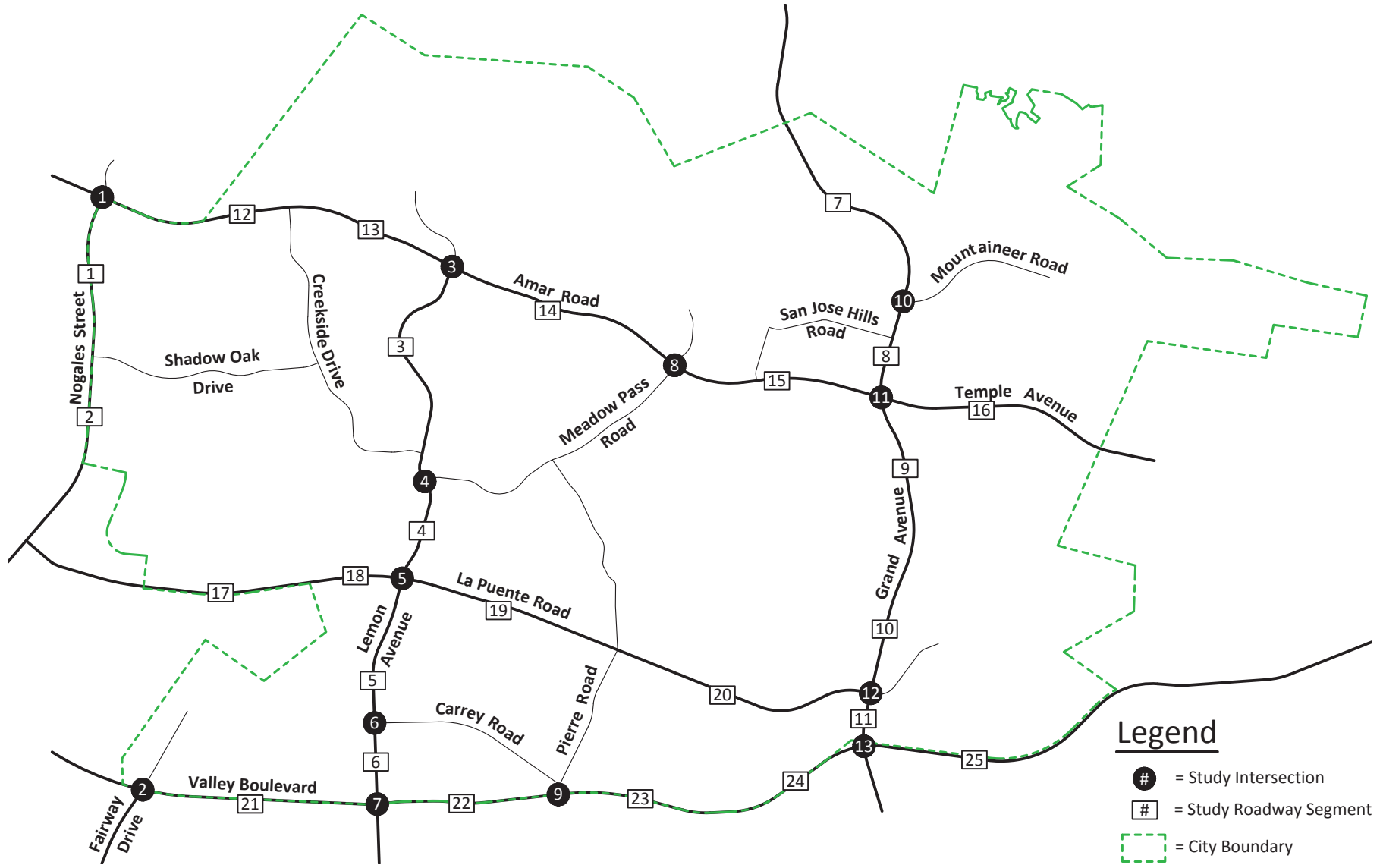
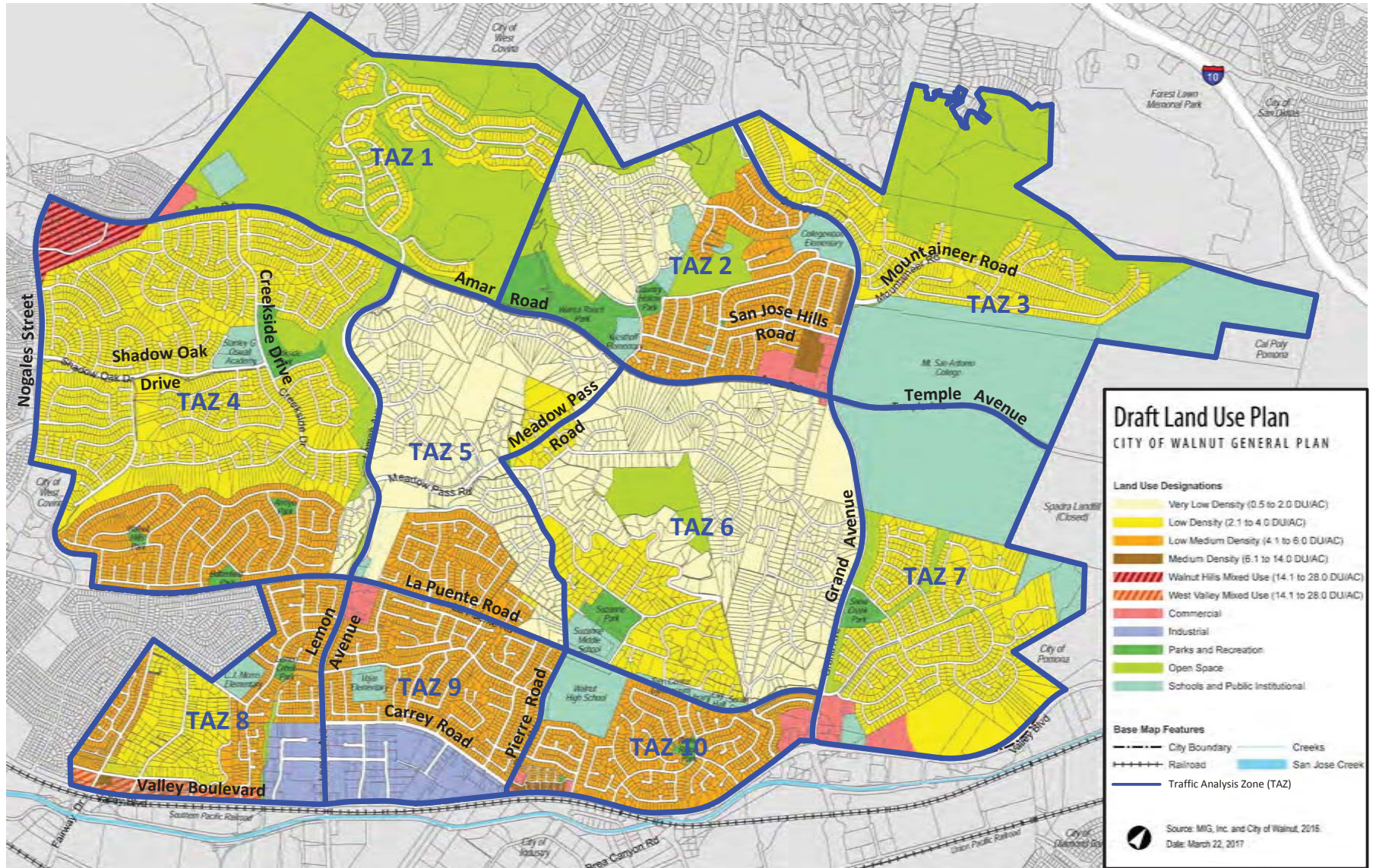


Figure 19-3 West Valley Specific Plan Traffic Study Area



Figure 19-4 General Plan Update Proposed Land Use Plan and Traffic Analysis Zones (TAZs)



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Trip distributions for each TAZ were determined in consultation with City of Walnut Staff, and forecast(s) were based on the trip distribution percentages for Regional Statistical Area (RSA) 26 of the County of Los Angeles' Congestion Management Program. More details on the assumptions and calculations are included in the Traffic Impact Analysis for the GPU contained in Appendix E.

Study Area intersections currently operate at LOS D or better during the peak hours for existing traffic conditions (Table 19-3).

By the year 2040, even without the proposed changes in the GPU, the following intersections are projected to operate at deficient LOS (E/F) during peak hours (Table 19-3):

- #2.** Fairway Drive/Camino de Teodoro (NS) at Valley Boulevard (EW) (during P.M. peak hours only)
- #7.** Lemon Avenue (NS) at Valley Boulevard (EW) (during P.M. peak hours only)
- #10.** Grand Avenue (NS) at Mountaineer Road (EW) (during P.M. peak hours only)
- #11.** Grand Avenue (NS) at Amar Road/Temple Avenue (EW)
- #12.** Grand Avenue (NS) at La Puente Road (EW)
- #13.** Grand Avenue (NS) at Valley Boulevard (EW)

Under full buildout of the GPU, the LOS at these intersections would remain the same (Table 19-3). However, increased buildout would exacerbate projected deficient conditions at these intersections. In addition, Intersections #1 would change to LOS E in the P.M. peak hour, Intersection #7 would change to LOS E in the A.M. peak hour, Intersection #9 would drop to deficient levels at LOS E for both the A.M. and P.M. peak hours, and Intersection #10 would change to LOS F in the A.M. peak hours. Therefore, impacts would be significant without implementation of Mitigation Measures. Intersection improvements required in Mitigation Measures T-1 through T-5 would bring the LOS back to D or better for intersections #1, #9, and #12. Otherwise, improvements at Intersections #2 and #11 would not improve the LOS.

The following Mitigation Measures are proposed:

Mitigation Measure T-1: #1. Nogales Street (NS)/Amar Road (EW).

- Construct a second westbound left turn lane.

Mitigation Measure T-2: #2. Fairway Drive (NS)/Valley Boulevard (EW).

- Restripe the northbound approach to consist of one left turn lane, one shared left/through/right turn lane, and one right turn lane.
- Remove northbound right turn overlap traffic signal phasing.

Mitigation Measure T-3: #9. Pierre Road (NS)/Valley Boulevard (EW).

- Restripe the southbound approach to consist of one left turn lane and one shared left/right turn lane.
- Replace existing east leg crosswalk with west leg crosswalk.
- Restripe westbound approach to provide third through lane and receiving lane.

Mitigation Measure T-4: #11. Grand Avenue (NS)/Amar Road/Temple Avenue (EW).

- Restripe eastbound right turn lane to a shared through/right turn lane.
- Remove eastbound right turn overlap traffic signal phasing.

Table 19-3 Intersection LOS under GPU

Intersection	Existing Conditions (2016)		Year 2040 No Build		Year 2040 Buildout		Year 2040 Buildout (with improvements)	
	Peak Hour Volume-to-Capacity Ratio/LOS							
	AM	PM	AM	PM	AM	PM	AM	PM
Nogales Street (NS) at Amar Road (EW) - #1	0.743/C	0.778/C	0.837/D	0.869/D	0.887/D	0.945/E	0.845/D	0.876/D
Fairway Drive (NS) at Valley Boulevard (EW) - #2	0.637/B	0.788/C	0.714/C	0.945/E	0.732/C	0.995/E	0.755/C	0.937/E
Lemon Avenue (NS) at Amar Road (EW) - #3	0.601/B	0.622/B	0.677/B	0.693/B	0.836/D	0.855/D	N/A	N/A
Lemon Avenue (NS) at Meadow Pass Road (EW) - #4	0.467/A	0.465/A	0.513/A	0.511/A	0.542/A	0.526/A	N/A	N/A
Lemon Avenue (NS) at La Puente Road (EW) - #5	0.697/B	0.641/B	0.774/C	0.710/C	0.823/D	0.761/C	N/A	N/A
Lemon Avenue (NS) at Carrey Road (EW) - #6	0.487/A	0.516/A	0.536/A	0.569/A	0.576/A	0.618/B	N/A	N/A
Lemon Avenue (NS) at Valley Boulevard (EW) - #7	0.747/C	0.813/D	0.846/D	1.033/F	0.910/E	1.141/F	N/A	N/A
Meadow Pass Road (NS) at Amar Road (EW) - #8	0.639/B	0.650/B	0.724/C	0.724/C	0.856/D	0.815/D	N/A	N/A
Pierre Road (NS) at Valley Boulevard (EW) - #9	0.775/C	0.638/B	0.861/D	0.876/D	0.904/E	0.998/E	0.865/D	0.860/D
Grand Avenue (NS) at Mountaineer Road (EW) - #10	0.686/B	0.693/B	0.893/D	0.945/E	1.011/F	1.165/F	N/A	N/A
Grand Avenue (NS) at Amar Road/Temple Avenue (EW) - #11	0.821/D	0.766/C	0.933/E	0.972/E	1.177/F	1.135/F	1.097/F	1.108/F
Grand Avenue (NS) at La Puente Road (EW) - #12	0.843/D	0.848/D	1.038/F	1.056/F	1.134/F	1.207/F	0.871/D	0.891/D
Grand Avenue (NS) at Valley Boulevard (EW) - #13	0.802/D	0.792/C	0.953/E	1.197/F	1.034/F	1.262/F	N/A	N/A

Mitigation Measure T-5: Grand Avenue (NS)/La Puente Road (EW) - #12.

- Restripe northbound right turn lane to a shared through/right turn lane.
- Construct third southbound through lane.
- Add eastbound right turn overlap traffic signal phasing.

Therefore, even with implementation of measures T-1 through T-5, buildout of the GPU would continue to significantly affect these intersections and impacts would be significant and unavoidable.

Impact T-2 GPU Impacts on Road Segments

Table 19-4 shows the existing LOS for the GPU Study Area roadway segments. Grand Avenue is currently showing as operating at LOS F from north of Mountaineer Avenue to La Puente Road, based on the theoretical roadway capacity. However, the existing peak hour intersection analysis discussed above indicates adequate existing capacity at the intersections of Grand Avenue and Mountaineer Avenue, Amar Road/Temple Avenue, and La Puente Road. Therefore, it is likely that the LOS F value is attributable to substantial non-peak hour traffic volumes associated with Mt. Sac.

By the year 2040, even without the proposed changes in the GPU, the following road segments are projected to operate at LOS E or F (Table 19-4):

Nogales Street along:

- #2. South of Shadow Oak Drive

Grand Avenue along:

- #7. North of Mountaineer Road
- #8. Mountaineer Road to Amar Road/Temple Avenue
- #9. Amar Road/Temple Avenue to Snow Creek Drive
- #10. Snow Creek Drive to La Puente Road
- #11. La Puente Road to Valley Boulevard

Amar Road along:

- #13. Creekside Drive to Lemon Avenue
- #15. Meadow Pass Road to Grand Avenue

Temple Avenue along:

- #16. East of Grand Avenue

Valley Boulevard along:

- #21. Fairway Drive to Lemon Avenue
- #24. Brea Canyon Road to Grand Avenue
- #25. East of Grand Avenue

Under full buildout of the GPU, the LOS at these road segments would remain the same with the exception of Intersections #13 (Amar Road between Creekside Drive and Lemon Avenue) and #24 (Valley Boulevard east of Grand Avenue), which would change from LOS E to LOS F (Table 19-4). In addition, the LOS for the following road segments would change from LOS D to LOS E or F:

Amar Road along:

- #12. West of Creekside Drive
- #14. Lemon Avenue to Meadow Pass Road

Valley Boulevard along:

- #23. Pierre Road to Brea Canyon Road

Increased buildout would exacerbate projected deficient conditions and cause deficient conditions in some road segments. However, Grand Avenue and Valley Boulevard support a substantial proportion of regional traffic volumes. Therefore, from a land use planning perspective, accepting an LOS E or LOS F along these road segments may be appropriate. In addition, roadway improvements (road widening) may not always be feasible due to right-of-way limitations. For the purposes of this EIR, impacts on road segments would be significant without implementation of mitigation measures. Roadway improvements required in Mitigation Measures T-6 through T-8 below would only bring the two following road segments out of deficient conditions; the remaining road segments would remain at LOS E or F:

Temple Avenue along:

- #16. East of Grand Avenue

Valley Boulevard along:

- #21. Fairway Drive to Lemon Avenue

Mitigation Measure T-6: Grand Avenue.

- Widen intersections spot where feasible.

Mitigation Measure T-7: Temple Avenue.

- Upgrade from a four-lane divided Major Street to a six-lane divided Major Street. This will require restriping, removal of on-street parking, and potential median reconfiguration.

Mitigation Measure T-8: Valley Boulevard.

- Upgrade from a four/five-lane divided Major Street to a six-lane divided Major Street. A third westbound through lane can be added throughout most sections of Valley Boulevard by restriping.

Therefore, even with implementation of measures T-6 through T-8, buildout of the GPU would continue to significantly affect the Study Area road segments and impacts would be significant and unavoidable.

West Valley Specific Plan Impact Analysis

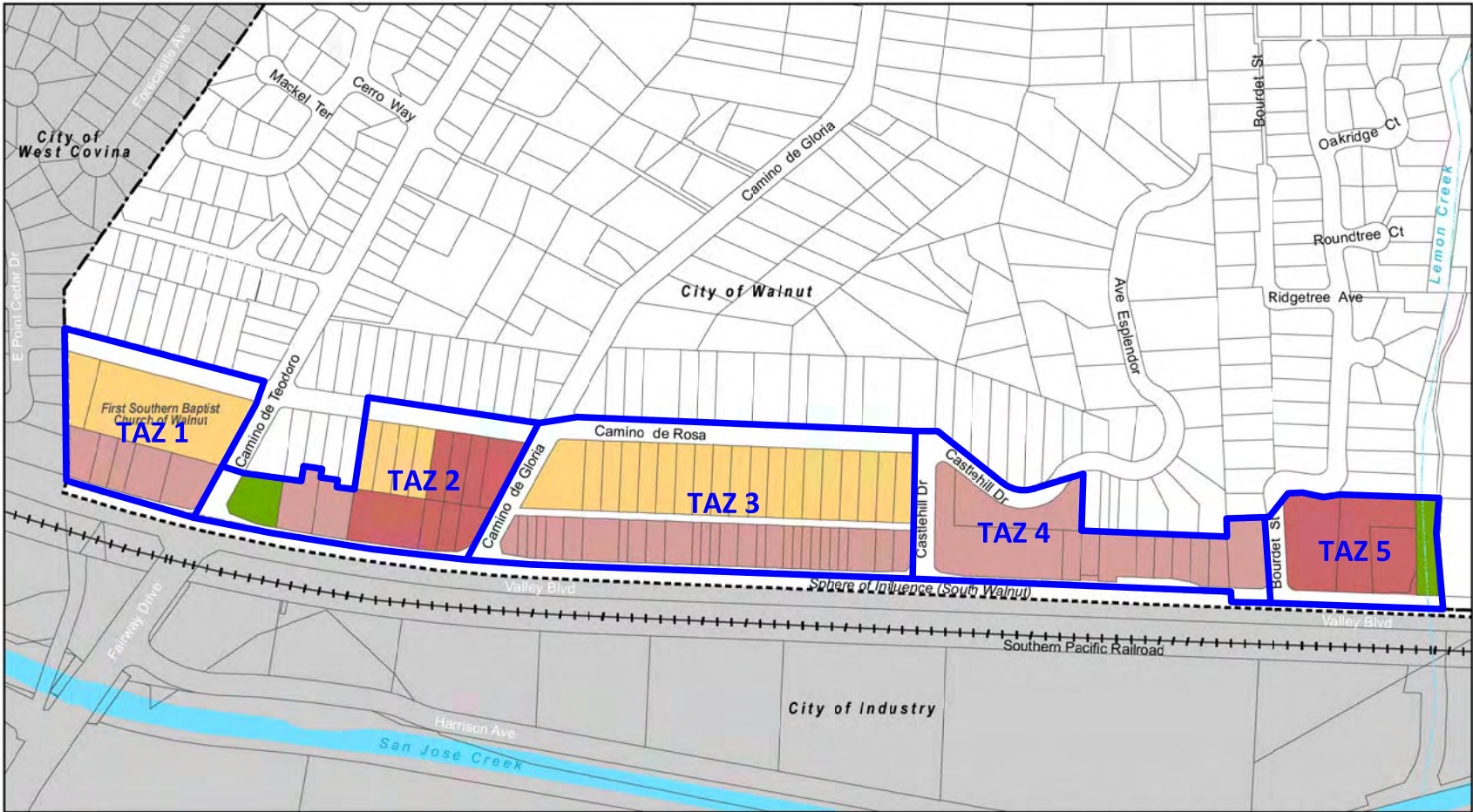
IMPACT T-3 West Valley Specific Plan Impacts on Study Area Intersections

The Study Area for the WVSP was also segregated into TAZs as shown in Figure 19-5. Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for 2016 existing and proposed land uses using the Institute of Transportation Engineers' (ITE) Trip Generation Manual (ITE, 2012) (Figure 19-5, Appendix E). Buildout of the proposed WVSP is forecast to generate a total of approximately 3,165 additional daily trips, including 113 additional morning (A.M.) peak hour trips and 233 additional evening (P.M.) peak hour trips.

Table 19-4 Road Segment LOS under GPU

Volume-to-Capacity Ratio/LOS						
ID	Roadway	Segment	Existing Conditions (2016)	Year 2040 No Build	Year 2040 Buildout	Year 2040 Buildout (with improvements)
1	Nogales Street	Amar Road to Shadow Oak Drive	0.617/B	0.694/B	0.725C	0.725/C
2	Nogales Street	South of Shadow Oak Drive	0.842/D	0.950/E	0.983/E	0.983/E
3	Lemon Avenue	Amar Road to Meadow Pass Road	0.228/A	0.256/A	0.339/A	0.339/A
4	Lemon Avenue	Meadow Pass Road to La Puente Road	0.464/A	0.522/A	0.550/A	0.550/A
5	Lemon Avenue	La Puente Road to Carrey Road	0.519/A	0.586/A	0.642/B	0.642/B
6	Lemon Avenue	Carrey Road to Valley Boulevard	0.503/A	0.567/A	0.617/B	0.617/B
7	Grand Avenue	North of Mountaineer Road	1.064/F	1.436/F	1.672/F	1.672/F
8	Grand Avenue	Mountaineer Road to Amar Road/Temple Avenue	1.158/F	1.542/F	1.706/F	1.706/F
9	Grand Avenue	Amar Road/Temple Avenue to Snow Creek Drive	1.156/F	1.531/F	1.792/F	1.792/F
10	Grand Avenue	Snow Creek Drive to La Puente Road	1.158/F	1.533/F	1.778/F	1.778/F
11	Grand Avenue	La Puente Road to Valley Boulevard	0.807/D	1.061/F	1.226/F	1.226/F
12	Amar Road	West of Creekside Drive	0.786/C	0.900/D	1.008/F	1.008/F
13	Amar Road	Creekside Drive to Lemon Avenue	0.789/C	0.903/E	1.011/F	1.011/F
14	Amar Road	Lemon Avenue to Meadow Pass Road	0.736/C	0.844/D	0.972/E	0.972/E
15	Amar Road	Meadow Pass Road to Grand Avenue	0.803/D	0.919/E	1.047/F	1.047/F
16	Temple Avenue	East of Grand Avenue	0.869/D	1.003/F	1.286/F	0.857/D
17	La Puente Road	West of Forecastle Avenue	0.394/A	0.444/A	0.439/A	0.439/A
18	La Puente Road	Forecastle Avenue to Lemon Avenue	0.406/A	0.458/A	0.456/A	0.456/A
19	La Puente Road	Lemon Avenue to Pierre Road	0.375/A	0.422/A	0.469/A	0.469/A
20	La Puente Road	Pierre Road to Grand Avenue	0.417/A	0.469/A	0.556/A	0.556/A
21	Valley Boulevard	Fairway Drive to Lemon Avenue	0.861/D	1.197/F	1.278/F	0.852/D
22	Valley Boulevard	Lemon Avenue to Pierre Road	0.535/A	0.754/C	0.835/D	0.835/D
23	Valley Boulevard	Pierre Road to Brea Canyon Road	0.643/B	0.874/D	0.937/E	0.937/E
24	Valley Boulevard	Brea Canyon Road to Grand Avenue	0.735/C	0.980/E	1.080/F	1.080/F
25	Valley Boulevard	East of Grand Avenue	0.875/D	1.222/F	1.497/F	0.998/E

Figure 19-5 West Valley Specific Plan Proposed Land Use Plan and TAZs

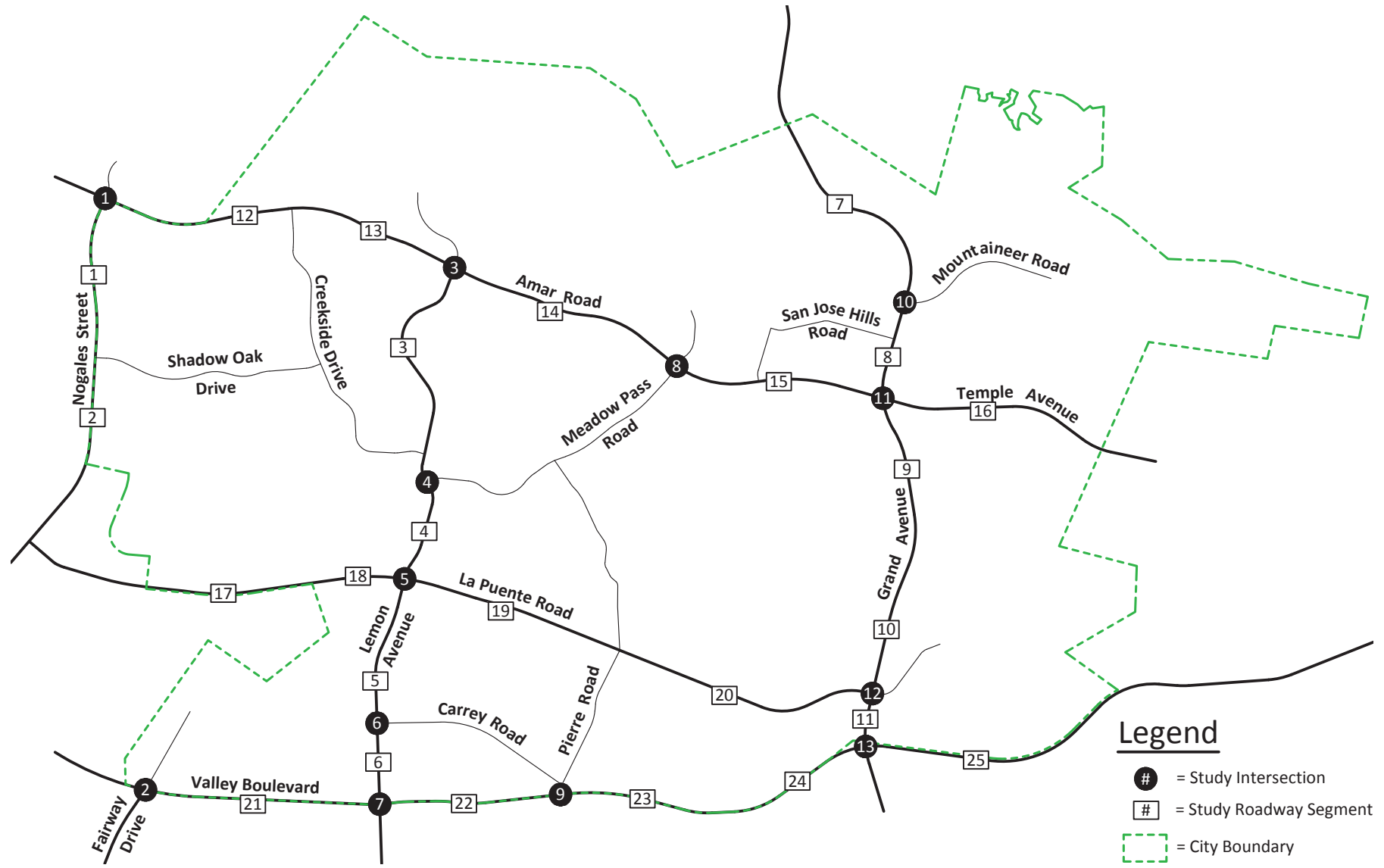


Source: MIG, City of Walnut, and Los Angeles County Assessor, 2016.

- | Land Use Plan | Boundaries |
|---|---|
| Commercial Node Mixed Use (WVMU-1) | Specific Plan Boundary |
| Corridor Mixed Use (WVMU-2) | Walnut City Boundary |
| Transitional Residential Mixed Use (WVMU-3) | Walnut Sphere of Influence |
| Park/Open Space (P/OS) | Traffic Analysis Zone |



Figure 19-6 Project Study Area



Trip distributions for each TAZ were determined in consultation with City of Walnut Staff and forecast based on traffic data, surrounding land uses, and local and regional roadways. More details on the assumptions and calculations are included in the Traffic Impact Analysis for the WVSP contained in Appendix E.

The Study Area intersections currently operate at LOS C or better during the peak hours for existing traffic conditions (Table 19-5).

By the year 2040, even without the proposed changes in the WVSP, the following intersections are projected to operate at deficient Levels of Service (E/F) during peak P.M. hours (Table 19-5):

- #4.** Fairway Drive (NS) at Valley Boulevard (EW) (West Covina) (P.M. peak hours only)
- #11.** Castlehill Drive (NS) at Valley Boulevard (EW) (Walnut/Industry) (P.M. peak hours only)
- #12.** Bourdet Avenue (NS) at Valley Boulevard (EW) (Walnut/Industry) (P.M. peak hours only)
- #13.** Lemon Avenue (NS) at Valley Boulevard (EW) (Walnut/Industry) (P.M. peak hours only)

Year 2040, "Without Project" traffic conditions, assume completion of the street widening improvements for westbound Valley Boulevard at Lemon Avenue are required as mitigation for the Industry East Project adjacent to Grand Avenue. In addition, the need for a traffic signal at the currently unsignalized study intersections was evaluated using the "Caltrans' Warrant 3 Peak Hour" traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (Caltrans, 2017). Traffic signal warrant worksheets are provided in the Traffic Impact Analysis for the WVSP (Appendix E). The following unsignalized study intersections are forecast to satisfy the peak hour traffic signal warrant for Year 2040 "No Build" traffic conditions:

- #10.** Camino De Gloria (NS) at Valley Boulevard (EW) (morning peak hour only)
- #11.** Castlehill Drive (NS) at Valley Boulevard (EW) (evening peak hour only)

Under full buildout of the WVSP, the LOS at these Intersections would remain the same, with the exception of Intersection #12 which would change from LOS E to LOS F during P.M. peak hours. Intersection #10 would change to deficient levels as well (to LOS F) and the traffic signal warrant analysis for the Year 2040 Buildout scenario determined that a traffic signal is still warranted at the Intersection of Camino De Gloria and Valley Boulevard.

Impacts of increased buildout would exacerbate projected deficient conditions and cause deficient conditions at one intersection (Intersection #10). Therefore, impacts would be significant without implementation of Mitigation Measures. Intersection improvements required in Mitigation Measures T-9 through T-12 would bring the LOS back to D or better, with the exception of Intersection #4 (Fairway Drive at Valley Boulevard) where there would continue to be an LOS E. In addition, due to right-of-way constraints, further improvements are not feasible for the intersection of Lemon Avenue and Valley Boulevard. Therefore, the LOS would remain at E under buildout of the WVSP.

Table 19-5 Intersection LOS under West Valley Specific Plan

Intersection	Existing Conditions (2016)		Year 2040 No Build		Year 2040 Buildout		Year 2040 Buildout (with improvements)		Change from Year 2040 No Build to Buildout?		Change from Year 2040 No Build to Buildout (with improvements)?	
	Peak Hour Volume-to-Capacity Ratio [delay]/LOS											
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Nogales Street (NS) at Valley/Nogales Connector (EW) - #1 (West Covina)	0.586 /A	0.760/ C	0.653/ B	0.851/ D	0.656/ B	0.857/ D	N/A	N/A	+0.003	+0.006	N/A	N/A
Valley/Nogales Connector (NS) at Valley Boulevard (EW) - #2 (West Covina)	0.510 /A	0.535/ A	0.580/ A	0.660/ B	0.584/ A	0.666/ B	N/A	N/A	+0.004	+0.006	N/A	N/A
Sentous Avenue (NS) at Valley Boulevard (EW) - #3 (West Covina)	0.521 /A	0.486/ A	0.594/ A	0.606/ B	0.599/ A	0.609/ B	N/A	N/A	+0.005	+0.003	N/A	N/A
Fairway Drive (NS) at Valley Boulevard (EW) - #4 (West Covina)	0.645 /B	0.796/ C	0.697/ B	0.928/ E	0.733/ C	0.972/ E	0.755/ C	0.910/ E	+0.036	+0.044	+0.058	-0.018
Fairway Drive (NS) at San Jose Avenue, (EW) - #5 (Industry/LA County)	0.458 /A	0.565/ A	0.477/ A	0.612/ B	0.496/ A	0.634/ B	N/A	N/A	+0.019	+0.022	N/A	N/A
Fairway Drive (NS) at Business Parkway (EW) - #6 (Industry/LA County)	0.423 /A	0.558/ A	0.464/ A	0.616/ B	0.467/ A	0.639/ B	N/A	N/A	+0.003	+0.023	N/A	N/A
Fairway Drive (NS) at Walnut Drive (EW) - #7 (Caltrans)	[20.8] /C	[31.0] /C	[22.9] /C	[33.5] /C	[22.8] /C	[33.6] /C	N/A	N/A	-0.1	+0.1	N/A	N/A
Fairway Drive (NS) at SR-60 Westbound Ramps (EW) - #8 (Caltrans)	[24.7] /C	[28.6] /C	[25.7] /C	[31.4] /C	[25.7] /C	[31.6] /C	N/A	N/A	0.0	+0.2	N/A	N/A
Fairway Drive (NS) at SR- 60 Eastbound Ramps (EW) - #9 (Caltrans)	[25.7] /C	[17.3] /B	[27.9] /C	[18.7] /B	[28.1] /C	[19.9] /B	N/A	N/A	+0.2	+1.2	N/A	N/A
Camino De Gloria (NS) at Valley Boulevard (EW) - #10 (Walnut/Industry)	[21.9] /C	[20.2] /C	[26.0] /D	[28.4] /D	[34.6] /D	[50.9] /F	0.659/ B	0.732/ C	+8.6	+22.5	N/A	N/A
Castlehill Drive (NS) at Valley Boulevard (EW) - #11 (Walnut/Industry)	[24.4] /C	[23.7] /C	[28.2] /D	[38.8] /E	[27.9] /D	[18.8] /C	[29.5] /D	[19.9] /C	-0.3	-20.0	+1.3	-18.9
Bourdet Avenue (NS) at Valley Boulevard (EW) - #12 (Walnut/Industry)	[22.0] /C	[24.1] /C	[26.1] /D	[36.6] /E	[30.2] /D	[107.9] /F	[16.2] /C	[22.1] /C	+4.1	+71.3	-9.9	-14.5
Lemon Avenue (NS) at Valley Boulevard (EW) - #13 (Walnut/Industry)	0.747 /C	0.750/ C	0.790/ C	0.907/ E	0.800/ C	0.914/ E	N/A	N/A	+0.010	+0.007	N/A	N/A
Pierre Road (NS) at Valley Boulevard (EW) - #14 (Walnut/LA County)	0.775 /C	0.638/ B	0.880/ D	0.840/ D	0.883/ D	0.846/ D	N/A	N/A	+0.003	+0.006	N/A	N/A

The following Mitigation Measures are proposed:

Mitigation Measure T-9: #4. Fairway Drive/Valley Boulevard (West Covina).

- Restripe the northbound approach to consist of one left turn lane, one shared left/through/right turn lane, and one right turn lane.
- Remove northbound right turn overlap traffic signal phasing.
- Remove westbound U-turn restriction.

Mitigation Measure T-10: #10. Camino De Gloria/Valley Boulevard (Walnut/Industry).

- Install a traffic signal.
- Remove the eastbound merging lane within the median and construct a westbound U-turn only lane.

Mitigation Measure T-11: #11. Castlehill Drive/Valley Boulevard (Walnut/Industry).

- Based on the proposed land use changes, intersection operations are forecast to improve to acceptable Levels of Service. This intersection should be monitored to ensure acceptable operation. If necessary, left turns should be restricted.

Mitigation Measure T-12: #12. Bourdet Avenue/Valley Boulevard (Walnut/Industry).

- Modify raised median along Valley Boulevard to prohibit southbound left turns; continue to allow eastbound left turns.

Therefore, even with implementation of Measures T-9 through T-12, buildout of the WVSP would continue to significantly affect Study Area Intersections and impacts would be significant and unavoidable. It should also be noted that Mitigation Measures T-9 through T-12 would involve offsite improvements to intersections outside of the City of Walnut boundaries.

IMPACT T-4 WVSP Consistency with Congestion Management Program

The Los Angeles County 2010 CMP uses the following criteria to determine if a proposed development requires analysis of Congestion Management Program monitored facilities:

- All CMP arterial monitoring intersections, including monitored freeway on/off ramp intersections, where the proposed project will add 50 or more trips during either the morning or evening weekday peak hours; and
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the A.M. /P.M. weekday peak hours.

Buildout of the WVSP is not forecast to contribute 50 or more trips to a CMP monitored intersection, nor is the project forecast to contribute 150 or more trips to any freeway mainline monitoring locations during the morning or evening peak hours. Therefore, further CMP analysis is not required.

How Existing Regulations and General Plan Policies Reduce Impacts

Table 19-6 contains relevant Existing Regulations and General Plan Policies that pertain to transportation and circulation that may be affected within the Planning Area. Column 1 lists each relevant regulation or General Plan Goal or Policy pertaining to the City's transportation and circulation. Column 2 is a summary of the regulation and the text of the Goals or Policy. Column 3 answers the question, "How does the Goal/Policy avoid or reduce the potential impact?" Column 4 identifies the applicable CEQA significance criteria that is addressed by the goal/policy.

Table 19-6 Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Transportation and Circulation			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulations			
Congestion Management Plan (CMP)	Los Angeles County's Congestion Management Program is intended to reduce the impact of local growth on the regional transportation system. Compliance with the CMP includes monitoring LOS on the CMP Highway and Roadway network, measuring public transit operation metrics, implementing the Transportation Demand Management and Land Use Analysis Program Ordinances, and assisting local jurisdictions with meeting CMP requirements. The program recommends allocation of transportation funding based on several measurable goals: traffic congestion relief, local land use actions and their impacts on transportation, and transportation control measures to meet air quality goals	Ensures that urbanized counties identify ways of reducing traffic congestion, and establishes standards of performance for measuring congestion.	(a) Performance of the circulation system; (b) Congestion Management Program
Long Range Transportation Plan	The Long Range Transportation Plan (LRTP), prepared by Metro, is the long range plan that responds to emerging environmental challenges through the provision of new initiatives and recommendations that include driving alternatives, mobility improvements, enhanced public transit, expanded rail, and the development of major corridor projects in Los Angeles County.	Helps ensure that counties adopt policies and circulation designs that reduce vehicle miles traveled and encourage use of non-vehicular transportation modes.	(a) Performance of the circulation system; (f) Bicycle or pedestrian facilities
Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), prepared by the Southern California Association of Governments (SCAG), has numerous goals to increase mobility for the region's residents and visitors, and an emphasis on sustainability and integrated planning to collectively improve the region's mobility, economy, and sustainability.	Helps ensure that counties adopt policies and circulation designs that reduce vehicle miles traveled and encourage use of non-vehicular transportation modes.	(a) Performance of the circulation system; (f) Bicycle or pedestrian facilities
City's Trip Reduction and Transportation Demand Management (TDM) Ordinance	Ensure implementation of trip reduction measures for non-residential projects commensurate with their size and number of employees consistent with the Congestion Management Program (CMP) of Los Angeles County	Helps encourage the use of carpooling and bicycling to work.	(a) Performance of the circulation system; (b) Congestion Management Program; (f) Bicycle or pedestrian facilities
General Plan Update - Circulation			

Table 19-6 Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Transportation and Circulation			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy C-1.1: Complete Streets	Pursue and implement Complete Streets strategies to accommodate all users of different ages and abilities.	Helps ensure transit system is multimodal, safe, and consistent with existing plans.	(a) Performance of the circulation system; (d) Increase hazards; (f) Bicycle or pedestrian facilities
Policy C-1.3: Modal Links	Use Complete Streets strategies to link residents to schools, parks, recreational facilities, important trailheads, the Civic Center, and mixed-use and commercial developments.	Helps ensure transit system is multimodal, safe, and consistent with existing plans.	(a) Performance of the circulation system; (d) Increase hazards; (f) Bicycle or pedestrian facilities
Policy C-1.6: Rightsizing Streets	Use opportunities such as street maintenance plans or new projects to retrofit streets that have excess projected capacity.	Helps maintain streets and roads thus reducing hazards.	(d) Increase hazards; (f) Bicycle or pedestrian facilities
Policy C-1.7: Multimodal	Use the available public rights-of-way to provide wider sidewalks, bicycle lanes, trail facilities, and transit amenities.	Reduces hazards for bicyclists and pedestrians.	(a) Performance of the circulation system; (d) Increase hazards; (f) Bicycle or pedestrian facilities
Policy C-1.8: Levels of Service	Use the Level of Service metric to measure congestion performance but reduce vehicle miles traveled.	Ensures compliance with existing transportation and congestion related plans.	(a) Performance of the circulation system; (b) Congestion Management Program
Policy C-1.9: Emergency Coordination	Consult with regional and local emergency service providers to ensure that roadways allow efficient access to recovery sites, and are easily accessible by emergency vehicles.	Ensures emergency access is adequate throughout the City.	(e) Emergency access
Policy C-2.1: Neighborhood Traffic	Use neighborhood traffic control techniques (when feasible) when it has been demonstrated through traffic and safety analysis that excessive vehicle speed, excessive volume, or pedestrian/vehicle safety concerns warrant such.	Ensures design features, such as traffic control features, do not result in an increase in hazardous conditions.	(b) Congestion Management Program; (d) Increase hazards

Table 19-6 Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Transportation and Circulation			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy C-2.2: Traffic-Calm Measures	Use traffic-calming techniques such as roundabouts and sidewalk extensions along with providing more frequent and innovative crosswalks, pedestrian signals, and clearly marked bicycle lanes.	Ensures design features do not increase hazardous conditions and ensures consistency with adopted plans.	(d) Increase hazards; (f) Bicycle or pedestrian facilities
Policy C-2.3: Pedestrian-enhanced Districts	Explore enhanced pedestrian designs, including but not limited to, wayfinding, street trees, pedestrian-scaled street lighting, enhanced crosswalks at all legs of the intersection, automatic pedestrian signals, reduced crossing lengths, wider sidewalks, and specialty paving and seating areas.	Helps ensure compliance with policies and plans related to pedestrian facilities.	(f) Bicycle or pedestrian facilities
Policy C-2.4: Safe Routes to School Plan	Work with school districts and Mt. San Antonio College to develop a Safe Routes to School plan for each school in Walnut to expand on school safety programs. Measures can include evaluation of streets around schools and improvements to student drop-off and pick-up zones. Identify engineering, enforcement, education, and evaluation improvements that maximizes pedestrian safety.	Helps ensure compliance with policies and plans related to pedestrian facilities.	(d) Increase hazards; (f) Bicycle or pedestrian facilities
Policy C-3.1: Increase Access and Maintain Trail System	Maintain and explore the possible expansion of the trail system as an integrated part of the transportation system that will eventually connect all neighborhoods, major facilities, and new developments.	Helps ensure compliance with policies and plans related to pedestrian facilities.	(f) Bicycle or pedestrian facilities
Policy C-3.2: Identify Trail Gaps	Identify gaps in the trail system, including connections to local and regional systems. Work to develop new trails or improve existing ones to connect to other trails, neighborhoods, parks, schools, life-long learning facilities, and major activities areas.	Helps ensure compliance with policies and plans related to pedestrian facilities.	(f) Bicycle or pedestrian facilities
Policy C-3.3: Multimodal Connections	Align trailheads with planned multimodal terminals and stops.	Helps ensure compliance with policies and plans related to pedestrian and public transit facilities.	(f) Bicycle or pedestrian facilities
Policy C-3.4: Trail Loop	Consider developing strategies to complete a trail "loop" that would close trail gaps and allow circular connectivity within Walnut.	Helps ensure compliance with policies and plans related to pedestrian facilities.	(f) Bicycle or pedestrian facilities

Table 19-6 Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Transportation and Circulation			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy C-4.1: Comprehensive System	Develop a bicycle and pedestrian master plan that creates an interconnected option for people of all ages to bike and walk around the City.	Helps ensure compliance with policies and plans related to pedestrian facilities.	(f) Bicycle or pedestrian facilities
Policy C-4.2: Complete Regional Network	Coordinate all active transportation facilities, and connect to nearby regional designations and facilities to ensure a seamless bicycle and pedestrian network.	Helps ensure compliance with policies and plans related to pedestrian and bicycle facilities.	(f) Bicycle or pedestrian facilities
Policy C-4.3: Desired Improvements	Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as creeks, highways, and road barriers.	Helps ensure compliance with policies and plans related to pedestrian and bicycle facilities.	(f) Bicycle or pedestrian facilities
Policy C-4.4: Intersection Access	Strive to provide pedestrian and biking access at all intersection corners.	Helps ensure compliance with policies and plans related to pedestrian and bicycle facilities.	(f) Bicycle or pedestrian facilities
Policy C-4.5: New Developments	Encourage to the greatest extent possible that new developments increase connectivity through direct and safe pedestrian and bicycling connections to the established network.	Helps ensure compliance with policies and plans related to pedestrian and bicycle facilities.	(f) Bicycle or pedestrian facilities
Policy C-4.6: Parking Lot Pathways	Require that parking lots include clearly defined paths for pedestrians and bicyclists to provide a safe access to building entrances and to surrounding public sidewalks.	Helps ensure compliance with policies and plans related to pedestrian and bicycle facilities.	(f) Bicycle or pedestrian facilities
Policy C-5.2: Transit Amenities	Require that development projects include amenities to support public transit use, such as: bus stop shelters, space for transit vehicles, and pedestrian amenities (trash receptacles, signage, seating, and lighting).	Helps ensure compliance with policies and plans related to public transit and pedestrian facilities.	(a) Performance of the circulation system; (b) Congestion Management Program
Policy C-5.4: Capital Improvements Projects	Assure all capital improvement projects located on existing and planned bus routes include curb and sidewalk configurations for improved passenger access and safety while maintaining overall pedestrian and bicycle safety and convenience.	Helps ensure compliance with policies and plans related to pedestrian and bicycle facilities.	(d) Increase hazards; (f) Bicycle or pedestrian facilities

Table 19-6 Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Transportation and Circulation			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy C-5.6: First and Last Mile Strategy	Incorporate strategies from the "First and Last Mile Strategic Plan" issued by Metro that is appropriate for Walnut's context and in coordination with the City of Industry as a guide to increase connectivity to transit and the Metrolink-Industry Station.	Helps ensure consistency with existing plans and programs.	(a) Performance of the circulation system; (b) Congestion Management Program
Policy C-5.7: Regional Crossings	Encourage working relationships with cities and county jurisdictions to align transit policies and routing to create an efficient, easy-to-use comprehensive network that provides travel options and relieves congestion along Grand Avenue and Valley Boulevard.	Helps ensure consistency with existing plans and programs.	(a) Performance of the circulation system; (b) Congestion Management Program
Policy C-10.1: Intelligent Transportation Systems	Implement intelligent transportation system strategies, such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real time transit information, and real time parking availability information, to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists.	Helps ensure compliance with existing plans and policies related to congestion management and greenhouse gas reduction.	(a) Performance of the circulation system; (b) Congestion Management Program
Policy C-10.2: Advanced Technology Systems	Update, when warranted, existing transportation systems and policies when warranted as autonomous and automated vehicles and their attendant facilities are developed locally and regionally. Ensure that policies for autonomous vehicles and non-vehicular modes of travel are compatible with the Circulation Element and other applicable General Plan sections.	Helps ensure consistency with existing plans and programs.	(a) Performance of the circulation system; (b) Congestion Management Program
Policy C-10.3: Ride Sourcing and Ridesharing	Require new non-residential developments to provide access and facilities that enable safe pick-up/drop-off locations of passengers of ride sourcing and ridesharing services. Encourage ride sourcing and ridesharing services to complement services provided for seniors, disabled persons, those who have impaired mobility, and those who live in isolated residences.	Ensures compliance with existing transportation and congestion related plans.	(d) Increase hazards

Table 19-6 Regulations and Proposed General Plan Policies to Avoid or Reduce Impacts on Transportation and Circulation			
Regulation/Policy	Regulation/Policy Description	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy C-11.1: Truck Routes	Ensure that regional truck traffic stays on designated truck routes and away from neighborhoods. Evaluate routing designations dynamically as the intensity of truck travel fluctuates over time. Establish that until a suitable alternative has been proposed or if it does not interfere with planned multimodal improvements, designated regional truck routes with weight limit restrictions are Grand Avenue, La Puente Road, Nogales Street, Temple Avenue, Valley Boulevard, and Lemon Avenue.	Helps ensure hazardous conditions are reduced as trucks avoid neighborhoods.	(d) Increase hazards
Policy C-11.4: Freight Trains	Work with responsible agencies to minimize freight train impacts.	Helps ensure freight trains are operated in a manner consistent with policies and plans. Additionally, helps ensure hazards associated with trains are minimized.	(a) Performance of the circulation system; (d) Increase hazards; (f) Bicycle or pedestrian facilities

19.2.4 Conclusions

In most cases, no one Goal, Policy, or implementation measure (“Policy” for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in Table 19-6 above will help reduce impacts on transportation and circulation, and will especially benefit and enhance pedestrian and bicycle facilities within the City. Proposed intersection and roadway improvements required in Mitigation Measures T-1 through T-12 will also reduce impacts.

Nevertheless, impacts related to transportation and circulation would remain significant and unavoidable due to residual impacts on intersections and road segments under full buildout of the GPU and WVSP.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
ACE	Alameda Corridor - East
ATSP	Active Transportation Strategic Plan
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
EIR	Environmental Impact Report
EW	east-west
GPU	General Plan Update
HQTA	High Quality Transit Area
I	Interstate
ICU	Intersection Capacity Utilization
ITE	Institute of Transportation Engineers
LOS	Level of Service
Metro	Los Angeles County Metropolitan Transportation Authority
MTC	Metropolitan Transportation Commission
Mt. SAC	Mount San Antonio College
NS	north-south
RSA	Regional Statistical Area
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SITRS	Statewide Integrated Traffic Records System
SR	State Route
TAZs	Traffic Analysis Zones
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
WMC	Walnut Municipal Code
WVSP	West Valley Specific Plan

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 1997 Los Angeles County Traffic Impact Analysis Report Guidelines. January.

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- 2016 Highway Capacity Manual. Sixth Edition. A Guide to Multimodal Mobility Analysis. October.

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- 2012 Trip Generation Manual, 9th Edition

Southern California Area Governments (SCAG)

- 2016 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. April.

20. UTILITIES AND SERVICE SYSTEMS

This EIR Chapter describes existing conditions for wastewater, wastewater facilities, stormwater drainage facilities, water supply, landfill, and solid waste management in Walnut. This Chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the GPU and WVSP, describes potential impacts that could result from the GPU and WVSP, and discusses goals and policies that would avoid or reduce potential impacts.

20.1 SETTING

The environmental and regulatory setting of the City of Walnut with respect to utilities and service systems is described in detail in the Existing Conditions Report available on the City's website at:

<http://www.cityofwalnut.org/home/showdocument?id=7155>

20.1.1 Environmental Setting

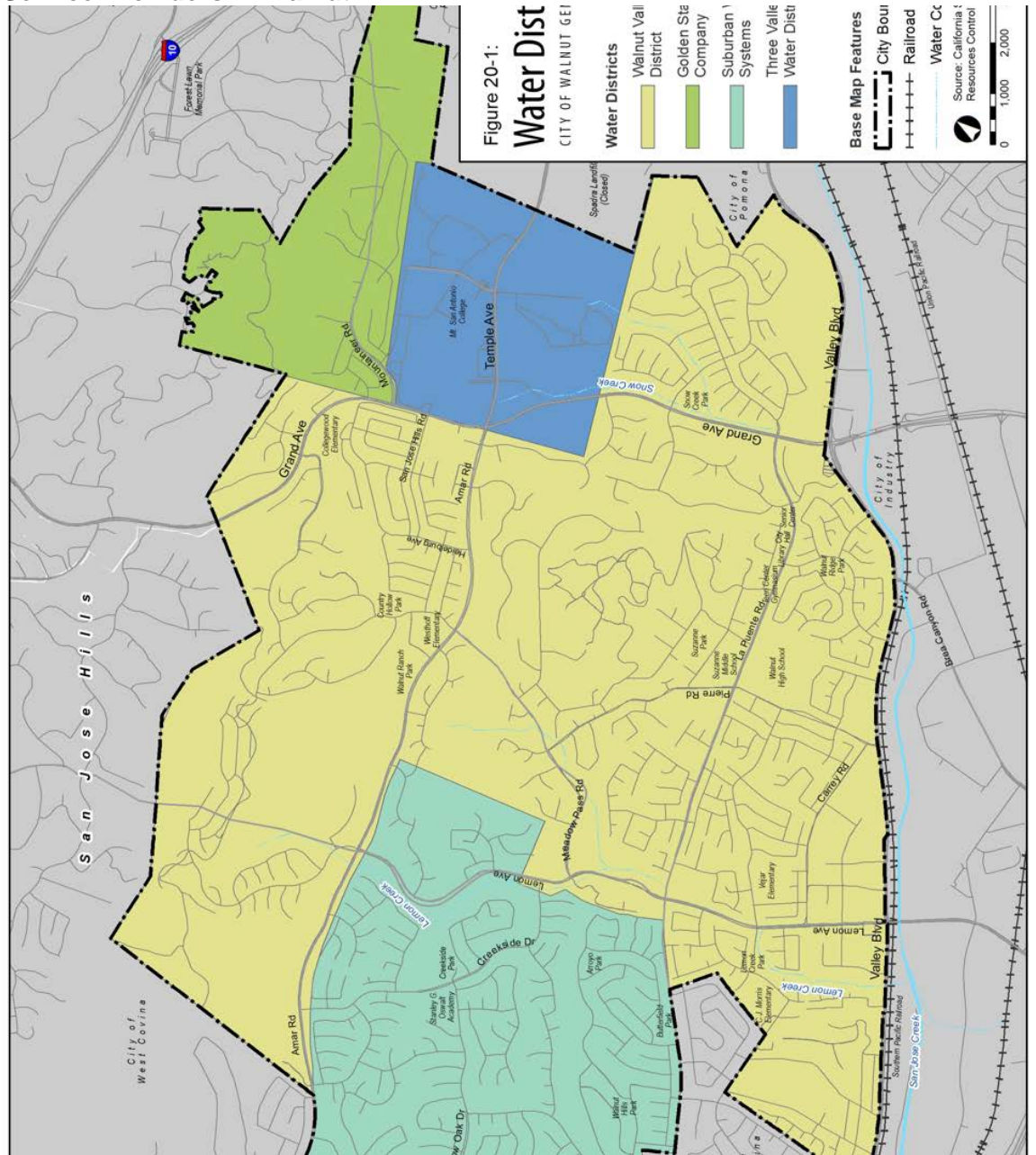
(a) Water Supply and Distribution.

Currently, there are four different providers that serve the City: (1) Walnut Valley Water District; (2) Suburban Water Systems; (3) Golden State Water Company; and (4) Three Valleys Municipal Water District. Figure 19-1 shows the boundaries of each water district; each water district also serves areas outside of the City boundaries. Three Valleys Municipal Water District is a water wholesaler while the other three are retail providers. Each provider has adopted an Urban Water Management Plan (UWMP) pursuant to the requirements of the State of California Urban Water Management Planning Act and the Water Code. The Department of Public Works, in coordination with the water districts, helps implement the requirements of these UWMPs in Walnut.

Walnut Valley Water District

According to the ECR (City of Walnut 2017), the Walnut Valley Water District (WVWD) serves approximately two-thirds of Walnut; however, the service area of the District extends to neighboring cities (Walnut Valley Water District 2016). The service area encompasses an area of approximately 29 square miles with over 26,800 service connections. WVWD's service area includes the City of Diamond Bar, portions of the Cities of Industry, West Covina, Pomona, and the eastern portion of the unincorporated area of Rowland Heights. The service area for WVWD is primarily residential serving approximately 110,000 residents; most of commercial and industrial users are located within the City of Industry. In 2016, WVWD adopted its State-mandated 2015 Urban Water Management Plan. WVWD operates and maintains two large imported water pipelines, 370 miles of distribution mains, 16 pump plants and 29 reservoirs with a storage capacity of 85.4 million gallons of water.

Figure 20-1 Water Service Providers in Walnut



WVWD uses three sources of water: (1) imported water from Metropolitan Water District's (MWD) Weymouth Water Treatment Plant and Three Valleys Municipal Water District; (2) local groundwater from the Puente and Spadra Basins, which is only used to supplement the recycled water system; and (3) recycled water from the Los Angeles County Sanitation District's Pomona Water Reclamation Plant. WVWD does not plan to use surface water or stormwater to meet local water supply demands. Recycled water is used for irrigation and industrial uses.

Six existing groundwater production facilities located in WVWD pump from the Puente and Spadra groundwater basins. Potable quality groundwater is not available within the service area, as the local shallow aquifers contain high concentrations of total dissolved solids and nitrate, so well water production is distributed within the recycled water distribution system. The WVWD uses one well to pump groundwater from the Spadra Basin and has five wells pumping from the Puente Basin.

In an effort to reduce its dependence on imported potable water, the District also operates a recycled water system for use in irrigating large landscaped areas such as parks and school grounds, which have traditionally placed a significant demand on the District's potable drinking water system. The District's recycled water system from the Pomona Water Reclamation Plant, which is completely separate from the potable water system, delivers an average of 537 million gallons annually of water. The recycled water supply is augmented by groundwater from the District's recycled wells.

WVWD has formed partnerships with neighboring water districts and begun four new projects that will allow WVWD to distribute additional potable groundwater. This additional groundwater supply is intended to allow WVWD to provide consistent supply from year to year without relying entirely on imported water (City of Walnut 2017). The following four projects are in progress:

- **California Domestic Water Company Pipeline and Pump Station Project:** In partnership with the Rowland Water District (RWD), WVWD has entered into a Water Production and Delivery agreement with the California Domestic Water Company for the delivery of up to approximately 5,000 acre-feet per year of potable water from the Main San Gabriel Basin.
- **La Habra Heights County Water District Pipeline Project:** WVWD, in partnership with the RWD, has entered into a project agreement to jointly construct the La Habra Heights County Water District Pipeline Project. RWD has entered into a Water Production and Delivery agreement with the La Habra Heights County Water District and the Orchard Dale Water District for delivery of up to approximately 2,000 acre-feet per year of potable water from the Central Basin. The Districts' share of annual deliveries is expected to be 1,000 acre-feet each.
- **Pomona Basin Regional Groundwater Project:** The project involves the production of Six Basins groundwater. This project will reactivate one nitrate contaminated groundwater well (Old Baldy) and an additional well (Durward,) and inject produced water into the Pomona-Walnut-Rowland (PWR) Joint Water Line for blending with imported water in order to meet potable water quality standards. Once completed, the project will provide an approximately 1,856 acre-feet per year of additional groundwater supply. WVWD's share of annual deliveries is expected to be approximately 928 acre-feet each.
- **Cadiz Water Project:** WVWD, in partnership with TVMWD, is a participant in the Cadiz Valley Water Conservation, Recovery and Storage Project, a potential new water source from a large, renewable aquifer located in the eastern Mojave Desert in San Bernardino

County. The project will prevent the annual loss of groundwater to evaporation and create a new water supply and a groundwater bank for Southern California water providers.

WVWD has set a goal of using less than 190 Gallons Per Capita per Day water use (GPCD). In 2015, the District met and exceeded the goal with an average use of 144 GPCD according to their UWMP.

Suburban Water Systems – San Jose Hills District

Suburban Water Systems is a multi-state service provider and operator of regulated water and wastewater systems. The service area contains two districts in California: Whittier-La Mirada and San Jose Hills. The San Jose Hills District includes approximately 42,000 service connections within the Cities of Glendora, Covina, West Covina, La Puente, Industry, and unincorporated areas, including Valinda and Hacienda Heights. The company serves much of the western portion of the City of Walnut; Suburban serves approximately 170,000 people in the San Jose Hills System. The district serves an estimated 30% of the City of Walnut, according to a GIS analysis completed by MIG Inc.

According to Suburban's 2015 Water Quality Report (Suburban Water Systems 2016), the provider purchased 77% of its drinking water from MWD. Suburban utilized local groundwater for the remainder of its supply. Groundwater comes from company-owned wells in the Main San Gabriel Basin and Central Basin. This is supplemented with water purchased mainly from member agencies of MWD, Covina Irrigating Company, and California Domestic Water Company (Cal Domestic). The 2015 UWMP shows the District has supplies to meet water needs in dry years. The District had a 2015 goal of 155 GPCD for the San Jose Hills area and the GPCD use was 119 in 2015 thus meeting the goal.

Golden State Water Company – San Dimas System Service Area

Golden State Water Company (GSWC) provides water services to the northeastern section of the City in or around open spaces adjacent to Buzzard Peak, just above Mt. San Antonio College (MSAC). The San Dimas System serves the City of San Dimas, portions of the Cities of La Verne, Walnut, Covina, and adjacent unincorporated area of Los Angeles County, covering a residential population of approximately 55,000. The District delivered 9,546 acre-feet (AF) of water to 16,245 municipal connections in 2015.

GSWC obtains its water supply for the San Dimas System from local groundwater from the Main San Gabriel Groundwater Basin (Basin), purchased water from the Three Valleys Municipal Water District (TVMWD), and local surface water from the Covina Irrigating Company (CIC). TVMWD obtains its imported water supply from MWD. The CIC diverts surface water from the San Gabriel River. In addition, GSWC also diverts untreated surface water from San Dimas Canyon Creek for use as golf course irrigation. The 2015 UWMP (Golden State Water Company 2016) projects the total deliveries to be higher in 2020 (13,100 AF) and to increase slightly through 2040 (13,700 AF). The target GPCD for the district was 216 GPCD in 2015; the District used 156 GPCD. GSWC serves an estimated six percent of the population in Walnut.

Three Valleys Municipal Water District

According to the ECR (City of Walnut 2017), the District maintains an emergency supplemental supply connection to WVWD. WVWD provides water at a lower pressure than the operating

hydraulic grade line of the MSAC campus and may enter their system only when the campus's reservoirs are drawn down significantly. MSAC was allocated 291 AF of water during the 2015-2016 fiscal year. The District is a member agency to the MWD and also serves as a wholesaler of water for three retail water suppliers that serve Walnut.

Water Conservation

Beginning in 2016, retail urban water suppliers are required to comply with the water conservation requirements from The Water Conservation Act of 2009. The 2009 legislative package requires a 20% reduction in urban water use per capita by 2020. Retail water suppliers are required to report in their UWMPs, Base Daily per Capita, Water Use, 2015 Interim Urban Water Use Target, 2020 Urban Water Use Target, and Daily per Capita Water Use. As a response to the ongoing statewide drought, Governor Jerry Brown issued an Executive Order (EO) on April 1, 2015, requiring local agencies to reduce water usage by urban water suppliers by 25%. Although in May of 2016, the State suspended its mandatory water restrictions after a relatively wet year due to rains brought by El Nino, water conservation throughout the State is still encouraged.

Table 20-1: Walnut Water Districts and Water Conservation Goals

Water District	Cumulative Percent Saved since 2013	New Conservation Standard
Walnut Valley Water District	24.6%	26%
Golden State Water Company – San Dimas	28.4%	26%
Suburban Water	23.6%	22%

The Districts serving the City implemented a mandatory water conservation program in response to the EO. The restrictions imposed by the water providers limited irrigation hours, watering duration, and watering days. The restrictions affected water service in restaurants, laundering of linens in lodging facilities, and the utilization of water hoses and water to clean surfaces.

Summary

Given the various providers in the City, a precise measurement of water use in Walnut could not be made. However, a GIS-based assessment was used to develop an estimate of the number of residents by service area. This was used by comparing the census tracts with the providers' water service area. The calculations are not precise as the census tracts do not necessary overlap with the service areas. However, it is adequate to create the estimate of per capita water use. The GIS analysis concluded that 64% of the population is served by WVWD, 30% by Suburban, and 6% by Golden State Water. Using the GPCD use figures for 2016, a weighted average of per capita water use was developed using the following calculation:

$$(WVWD: 144 \text{ GPCD} \times 0.64) + (\text{Suburban: } 119 \text{ GPCD} \times 0.30) + (\text{GSWC: } 156 \text{ GPDC} \times 0.06)$$

This results in a Citywide GPCD of 137.2. Using the most recent population estimate for Walnut (30,152), this results in 4.14 million gallons (12.7 AF) per day or about 4,600 AF annually. MSAC uses an additional 291 AF annually. This results in rough estimate of 4,900 AF annually used in Walnut.

(b) Wastewater Collection and Treatment.

The City is a member of the Consolidated Sewer Maintenance District of Los Angeles County (CSMD) administered and managed by the Los Angeles County Department of Public Works (LACDPW). The LACDPW is responsible for developing a comprehensive Sewer System Management Plan (SSMP) for the CSMD. The collection system within Walnut consists of about ninety-one miles of gravity sewer lines that discharge into the Los Angeles County Sanitation Districts' (LACSD) facilities for treatment and disposal. The LACSD constructs, operates, and maintains facilities to collect, treat, recycle, and dispose of sewage and industrial wastes. The district serves 73 cities and unincorporated areas; the system currently treats 510 million gallons per day (mgd). About one-third of the treated water is available for re-use.

Treatment of wastewater from Walnut occurs at the LACSD's San Jose Creek Water Reclamation Plant (WRP) near Whittier; biosolids and waste flows that exceed the capacity of the San Jose Creek WRP are diverted to the District's Facility in Carson. The San Jose Creek Water Reclamation Plant is designed for primary, secondary, and tertiary treatment for up to 100 mgd of wastewater and serves a population of approximately one million people; the Plant, on average, treats 64.6 mgd. The wastewater is treated at the in Joint Water Pollution Control Plant in Carson. According to the Sanitation Districts of Los Angeles County website (2017), the Joint Water Pollution Control Plant treated 259 mgd in 2015; the Facility has a permitted capacity of 400 mgd and serves about 3.5 million people. When combining the two facilities, the result produces an average of 72 gallons per day on a per capita basis. The most recent population estimate for Walnut is 30,152, according to the Population and Housing Chapter of this EIR (Chapter 17) ; this results in an estimated 2.17 mgd of wastewater attributable to the City.

The City is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB). Projects that disturb surface water through their activities, discharges, are required to apply for a Water Discharge Requirements permit from the Los Angeles RWQCB. The most recent WDRs that were issued are effective as of April 17, 2015 for the San Jose Creek Water Reclamation Plant (R4-2015-0070) and a revised permit was issued on September 7, 2017 for the Joint Water Pollution Control Plant (R4-2017-0180). The WDRs establish standard Clean Water Act (CWA) effluent limitations and individual limitations on biochemical oxygen demand, total suspended solids, oil and grease, settleable solids, and turbidity.

(c) Stormwater Facilities

The Los Angeles County Flood Control District (LACFCD) maintains the storm drain lines within the City of Walnut. LACFCD's jurisdiction encompasses more than 3,000 square miles, eighty-five cities, and approximately 2.1 million land parcels. It includes the vast majority of drainage infrastructure within incorporated and unincorporated areas in every watershed, including 500 miles of open channel, 2,800 miles of underground storm drains, and an estimated 120,000 catch basins. The City has a combination of both county and privately-maintained trunk lines. Several county-managed storm drains are located within Walnut. Due to the topography and location of the San Jose Hills, approximately 93% of the City drains to the South to San Jose Creek. The remaining 7% of the City of Walnut's jurisdictional area drains to Walnut Creek Wash. A majority of the City's tributary area to Walnut Creek Wash is open space with a small portion of residential development. Two creeks also provide storm drainage in the City: Lemon Creek and Snow Creek. Maintained by the City, these creeks provide hydrologic functions, but also filter out toxins from the water, increase percolation into the groundwater, provide a habitat and foraging areas for birds and wild animals, provide open space access with associated trails

and bridges, and offer aesthetic resources to the community. Both creeks drain into San Jose Creek. The City's Public Works Personnel conducts annual storm maintenance, with construction and clean-out services in over 700 catch basins provided through a contract of Los Angeles County Public Works, and maintenance of large storm drain receptors (City of Walnut 2017).

The local storm drain system is comprised of gutters and storm drains designed to prevent flooding by moving rain water away from City streets and directly into local creeks and channels, which eventually empty out into the Pacific Ocean. Stormwater pollution occurs because rainwater and urban runoff (such as irrigation) pick up pollutants as they flow across urban surfaces and carry them into the storm drain system. The water in this system is not treated or filtered, which means any pollutants in the water goes directly into the rivers and to the ocean. The City has no large stormwater basins.

The City's Watershed Management Program, which sets forth the City's plan to comply with the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Storm Water Permits was approved by the Los Angeles Regional Water Quality Control Board on July 21, 2015. Any new projects within the City of Walnut will also have to comply with the Los Angeles County MS4 permit (see Regulatory Framework section) and include storm water Low Impact Development (LID) Best Management Practices (BMPs). Title V Chapter 21, Articles III (Storm Water and Urban Runoff Pollution Control) and IV (Standard Urban Water Management Plan) of the Walnut Municipal Code regulates the implementation of LIDs and BMPs. The purpose of the Ordinance is to provide an outline of such policies for the City consistent with the requirements of the County NPDES Permit.

(d) Solid Waste

The City contracts with a private waste provider, Valley Vista Services, for solid waste pick up and recycling services. As part of the periodic review of solid waste contracting services, the City considers overall service capabilities of potential contractors. As landfills throughout the region near capacity and the opportunities for new landfill sites become increasingly scarce, the need to reduce solid waste generation increases as hauling trash to distant locations is costly. In response to State directives for waste reduction, the City and its contracted haulers have coordinated efforts to reduce the volume of refuse entering the waste stream. The City's foremost priority for solid waste is to reduce the volume of waste headed to landfills by ensuring contracted providers accommodate source reduction and recycling in Walnut. A secondary priority is to ensure efficient and cost-effective provision of services to Walnut residents, businesses, and institutions.

According to the CalRecycle Disposal Reporting System (2017), Walnut disposed 17,407 tons of solid waste in 2016; this results in 3.2 pounds per day per resident according to the on-line disposal rate calculator. Over 90% of the solid waste of the City, was sent to two landfills. The Olinda Alpha Sanitary Landfill received the most solid waste from Walnut (10,243 tons – 59%). The El Sobrante Landfill (in Corona) took in 5,806 (33%) tons from Walnut. The following three landfills each received roughly 2% of the solid waste produced in Walnut: (1) Sunshine Canyon City/County Landfill in Sylmar (371 tons); (2) the Frank Bowerman Sanitary Landfill in Orange County (345 tons); and (3) The Azuza Land Reclamation County Landfill in Azuza (335 tons). The Mid-Valley Sanitary Landfill, in Rialto, accepted 267 tons in 2016 from Walnut. The following landfills each received 20 or less tons in 2016: (1) the Simi Valley Landfill and Recycling Center (20 tons); (2) the Antelope Valley Public Landfill in Palmdale (7 tons); (3) Chiquita Canyon Sanitary Landfill in Castaic (7 tons); (4) Prima Deshecta Sanitary Landfill in

Orange County (5 tons); (5) the Lancaster Landfill and Recycling Center (1 ton); and (7) the San Timoteo Sanitary Landfill in Redlands (1 ton). Three tons of waste were transformed for energy use at the Commerce Reuse to Energy Facility.

CalRecycle (2011) projected landfill capacity County-wide in 2011 in their Remaining Lifetime Landfill Capacity Analysis for Los Angeles County. Under a medium growth scenario, it projects 32 million tons of remaining capacity in 2025. The medium growth scenario which assumes the following: (1) disposed material amounts increase due to population and medium economic growth; (2) no new facilities are built beyond those already planned, (3) no increase in recycling, and (4) current state regulations and policies continue without change.

20.1.2 Regulatory Setting

(a) Water Supply and Delivery.

California Safe Drinking Water Act. The Safe Drinking Water Act (SDWA), administered by the Environmental Protection Agency (EPA) in coordination with the California Department of Public Health (CDPH), is the main Federal Law that ensures the quality of drinking water. Under SDWA, EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards.

Urban Water Management Planning Act. In 1983 the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610–10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 AF annually, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act requires that urban water suppliers adopt an UWMP at least once every 5 years and submit it to the Department of Water Resources. Noncompliant urban water suppliers are ineligible to receive funding pursuant to Division 24 or Division 26 of the California Water Code, or receive drought assistance from the State, until the UWMP is submitted and deemed complete pursuant to the Urban Water Management Planning Act.

Senate Bills 610 and 221, Water Supply Assessment and Verification. Senate Bills (SB) 610 and 221 amended State Law to improve the link between the information on water supply availability and certain land use decisions made by Cities and Counties. Both statutes require detailed information regarding water availability (water supply assessment or WSA) to be provided to City and County decision-makers prior to approval of specifically large (i.e. greater than 500 dwelling units) development projects. Both statutes require this detailed information to be included in the administrative record. Under SB 610 WSAs must be furnished to local governments for inclusion in any environmental document for certain projects as defined in Water Code 10912 subject to CEQA. Under SB 221 approval by a City or County of certain residential subdivisions requires an affirmative written verification of sufficient water supply. General Plans do not require their own WSAs, but individual future projects under the General Plan and subject to SB 610 and SB 221 will require WSAs.

Statewide Water Conservation Act of 2009 (Senate Bill X7-7). In November 2009, the California State legislature passed, and the Governor approved, a comprehensive package of water legislation, including SB X7-7 addressing water conservation. In general SB X7-7 requires a 20% reduction in per capita urban water use by 2020, with an interim 10 % target in 2015. The legislation requires urban water users to develop consistent water use targets and to

use those targets in their UWMPs. SB X7-7 also requires certain agricultural water supplies to implement a variety of water conservation and management practices and to submit Agricultural Water Management Plans.

(b) Wastewater Collection and Treatment.

Federal

Clean Water Act. The Clean Water Act (CWA) is the cornerstone of surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The State Water Resources Control Board (SWRCB) and the RWQCB are responsible for ensuring implementation and compliance with the provisions of the Federal CWA.

State

State Water Resources Control Board. The State Water Resources Control Board (SWRCB), in coordination with nine RWQCBs, performs functions related to water quality, including issuance and oversight of wastewater discharge permits (e.g., NPDES), other programs regulating stormwater runoff, and underground and above-ground storage tanks. The SWRCB has also issued statewide waste discharge requirements for sanitary sewer systems, which include requirements for development of a SSMP.

Title 22 of California Code of Regulations. Title 22 regulates the use of reclaimed wastewater. In most cases, only disinfected tertiary water may be used on food crops where the recycled water would come into contact with the edible portion of the crop. Standards are also prescribed for the use of treated wastewater for irrigation of parks, playgrounds, landscaping, and other non-agricultural irrigation. Regulation of reclaimed water is governed by the nine RWQCBs and the CDPH.

c) Stormwater Management

Federal

National Pollution Discharge Elimination System (NPDES). This is a program created for consistency with the Clean Water Act. The Act prohibits discharging "pollutants" through a "point source" into a "water of the United States" unless they have an NPDES permit. The permit contains limits on what can be discharged, creates monitoring and reporting requirements, and implements other provisions to ensure that the discharge does not diminish water quality and/or people's health.

Local

Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit. The City of Walnut is a permittee under the current Municipal Separate Storm Sewer System (MS4) Permit for Los Angeles County (Order No. R4-2012-0175). In order to comply with the updated MS4 Permit, a "Low Impact Development (LID) Standards Manual" was developed by the County (2014) in advance of the final permit that details actions for compliance with the LID regulations, such as land development policies pertaining to LID and hydromodification for new development and significant redevelopment projects. The MS4 Permit became effective December 28, 2012

and contains requirements that are necessary to improve efforts to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards.

(d) Solid Waste.

State

California Department of Resources Recycling and Recovery (CalRecycle; formerly the California Integrated Waste Management Board). CalRecycle oversees, manages, and monitors waste generated in California. It provides limited grants and loans to help California Cities, Counties, businesses, and organizations meet the State waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites, including facilities that accept hazardous waste substances and non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations, including AB 939 and SB 1016.

Assembly Bill (AB) 939. AB 939 (Public Resources Code 41780) requires Cities and Counties to prepare integrated Waste Management Plans (IWMPs) and to divert 50% of solid waste from landfills beginning in calendar year 2000 and each year thereafter. AB 939 also requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE) as part of the IWMP. These Elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing, and stimulate the purchase of recycled products.

Senate Bill (SB) 1016. SB 1016 requires that the 50% solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's IWMP. The CalRecycle Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, the Board will be required to review a jurisdiction's source Reduction and Recycling Element and Hazardous Waste Element every two years.

20.2 ENVIRONMENTAL EFFECTS

This Section describes potential impacts related to utilities and service systems that could result from implementation of the GPU and WVSP, and discusses General Plan Goals, Policies, and Implementation Programs that would avoid or reduce those potential impacts. This Section also recommends Mitigation Measures as needed to reduce significant impacts.

20.2.1 Significance Criteria

Based on the CEQA Guidelines,¹ implementation of the GPU and WVSP would result in a significant impact related to utilities and service systems if it would:

- (a) Exceed wastewater treatment requirements of the Regional Water Quality Control Board;
- (b) Require or result in the construction of new water or wastewater facilities, or expansion of existing facilities, the construction of which would cause significant environmental effects;

¹CEQA Guidelines, Appendix G, Issue XVI (a) through (g).

- (c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects;
- (d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded water supply entitlements needed;
- (e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- (f) Be served by a landfill with insufficient permitted capacity to accommodate the Planning Area's solid waste disposal needs; or
- (g) Fail to comply with federal, state, and local statutes and regulations related to solid waste.

20.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to utilities and service systems followed this basic sequence:

- (1) The ECR along with information provided by other governmental organizations along with local private utilities evaluated to identify existing environmental conditions and problems related to utilities and service systems, including the regulatory framework that applies to these issues.
- (2) The CEQA Statute and Guidelines, including Appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 19.2.1 above.
- (3) The GPU document, including the associated development capacity assumptions (see EIR Chapter 3, Project Description), was analyzed to identify Goals, and Policies ("Policies" for short), that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.
- (4) For potential environmental impacts that would result from the GPU and WVSP, Mitigation Measures, if needed, were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

20.2.3 Environmental Impacts

How Existing Regulations and General Plan Policies Reduce Impacts

Tables 19-1 is aligned with relevant Existing Regulations and proposed GPU and WVSP policies that relate to utilities and service systems. Column 1 lists each Regulation and General Plan Goal, and Policy, "Policy" for short), organized by General Plan Element and Specific Plan, that addresses the potential impact identified in Table 16-1. Column 2 is a summary of the regulation/policy and the text of the policy. Column 3 answers the question, "How does the

regulation/policy avoid or reduce the potential impact?" Column 4 identifies the applicable significance criteria that is addressed by the regulation/goal/policy.

The actions in Column 3 are intended to be applied consistently. The verb "ensures" means that the policy is sufficient to guarantee the result identified in the policy. The verb "helps" means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, "helps" is used for a policy that can be applied to avoid or reduce a wide range of potential impacts.

Table 20-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Utilities and Service Systems			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulations -- Water Delivery and Water Supply			
California Safe Drinking Water Act. The Safe Drinking Water Act (SDWA)	Administered by EPA in coordination with the California Department of Public Health (CDPH), is the main Federal law that ensures the quality of drinking water.	Ensures sufficient water supplies.	(d) Need for new or expanded water supply
Urban Water Management Planning Act	In 1983 the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610–10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet (AF) annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years.	Ensures water supply planning, including conservation strategies, through an adopted plan in accordance with State law. Helps ensure sufficient water supplies.	(d) Need for new or expanded water supply
Senate Bills (SB) 610 and 221, Water Supply Assessment and Verification	Senate Bills (SB) 610 and 221 amended State law to improve the link between the information on water supply availability and certain land use decisions made by cities and counties. Both statutes require detailed information regarding water availability (water supply assessment or WSA) to be provided to City and County decision-makers prior to approval of specified large (greater than 500 dwelling units) development projects.	Ensures sufficient water supplies.	(d) Need for new or expanded water supply
Statewide Water Conservation Act of 2009 (Senate Bill (SB) X7-7)	In November 2009, the California State legislature passed, and the Governor approved, a comprehensive package of water legislation, including Senate Bill (SB) X7-7 addressing water conservation. In general SB X7-7 requires a 20 percent reduction in per capita urban water use by 2020, with an interim 10 percent target in 2015. The legislation requires urban water users to develop consistent water use targets and to use those targets in their UWMPs.	Ensures sufficient water supplies.	(d) Need for new or expanded water supply
Existing Regulations – Wastewater Treatment and Distribution			
Clean Water Act.	The Clean Water Act (CWA) is the cornerstone of	Ensures that the Water	(a) Exceed wastewater

Table 20-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Utilities and Service Systems

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
	<p>surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for ensuring implementation and compliance with the provisions of the Federal CWA.</p>	<p>Pollution Control Facility Master Plan is up-to-date, effective, and state-of-the-art. Ensures that wastewater discharge meets all pre-treatment standards.</p>	<p>treatment requirements (b)Expansion of facilities cause impacts (e)Inadequate wastewater treatment capacity</p>
<p>State Water Resources Control Board (SWRCB).</p>	<p>The SWRCB, in coordination with nine RWQCBs, performs functions related to water quality, including issuance and oversight of wastewater discharge permits (e.g., NPDES), other programs regulating stormwater runoff, and underground and above-ground storage tanks. The SWRCB has also issued statewide waste discharge requirements for sanitary sewer systems, which include requirements for development of a Sewer System Management Plan (SSMP).</p>	<p>Minimizes the risk, and potential environmental impacts, of wastewater overflows. Ensures that effluent meets all wastewater treatment requirements.</p>	<p>(a) Exceed wastewater treatment requirements (b) Expansion of facilities cause impacts (e) Inadequate wastewater treatment capacity</p>
<p>Title 22 of California Code of Regulations.</p>	<p>Title 22 regulates the use of reclaimed wastewater. In most cases, only disinfected tertiary water may be used on food crops where the recycled water would come into contact with the edible portion of the crop. Standards are also prescribed for the use of treated wastewater for irrigation of parks, playgrounds, landscaping, and other non-agricultural irrigation. Regulation of reclaimed water is governed by the nine RWQCBs and the California Department of Public Health (CDPH).</p>	<p>Minimizes the risk, and potential environmental impacts, of wastewater overflows. Ensures that effluent meets all wastewater treatment requirements.</p>	<p>(a) Exceed wastewater treatment requirements (b) Expansion of facilities cause impacts (e) Inadequate wastewater treatment capacity</p>

Existing Regulations: Stormwater

Table 20-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Utilities and Service Systems			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
National Pollutant Discharge Elimination System (NPDES) General Permit	Requires Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities	Ensures potential pollutants are managed in relation to stormwater management system.	(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.
Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit	Contains requirements that are necessary to improve efforts to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards. Also includes Low Impact Development (LID) standards.	Preserve a site's predevelopment hydrology by minimizing the loss of natural hydrologic processes such as infiltration, evapotranspiration, and runoff detention.	(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.
Existing Regulations – Solid Waste Disposal			
California Department of Resources Recycling and Recovery (CalRecycle)	CalRecycle oversees, manages, and monitors waste generated in California.	Supports solid waste reduction, which reduces the amount of waste that enters landfills. Helps ensure sufficient landfill capacity. Minimizes solid waste and increases recycling, which reduce the amount of waste that enters landfills. Helps ensure sufficient landfill capacity.	(f) Insufficient landfill capacity (g) Solid waste regulation noncompliance

Table 20-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Utilities and Service Systems			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Assembly Bill (AB) 939 (Public Resources Code 41780)	Requires cities and counties to prepare Integrated Waste Management Plans (IWMPs) and to divert 50 percent of solid waste from landfills beginning in calendar year 2000 and each year thereafter. AB 939 also requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE) as part of the IWMP.	Supports solid waste reduction, which reduces the amount of waste that enters landfills. Helps ensure sufficient landfill capacity. Minimizes solid waste and increases recycling, which reduce the amount of waste that enters landfills. Helps ensure sufficient landfill capacity.	(f) Insufficient landfill capacity (g) Solid waste regulation noncompliance
Senate Bill (SB) 1016.	Requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day.	Supports solid waste reduction, which reduces the amount of waste that enters landfills. Helps ensure sufficient landfill capacity. Minimizes solid waste and increases recycling, which reduce the amount of waste that enters landfills. Helps ensure sufficient landfill capacity.	(f) Insufficient landfill capacity (g) Solid waste regulation noncompliance
General Plan – Land Use and Community Design Element			

Table 20-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Utilities and Service Systems			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Goal LCD-9	A built environment with development approaches that apply sustainability principles	Decreases physical impacts on utility infrastructure.	(a) Exceed wastewater treatment requirements (b) Expansion of facilities cause impacts (c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. (d) Need for new or expanded water supply (e) Inadequate wastewater treatment capacity (f) Insufficient landfill capacity
GPU – Community Facilities and Infrastructure Element			
Policy CFI-1.2: New Development Impacts	Require that development projects fully address impacts to public facilities and services. Ensure new development pays proportional fair-share costs of public facilities through applicable fees and assessments. Ensure that existing residents and businesses are not burdened with the cost of financing facilities and services aimed at supporting new development or the intensification of existing development.	Helps maintain physical utility infrastructure and reduces likelihood of building new facilities.	(b) Expansion of facilities cause impacts (c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. (d) Need for new or expanded water supply (f) Insufficient landfill capacity
Policy CFI-1.3: Adequate Services	Continue to allow new development and the intensification of existing development only where and	Decreases probability of physical environmental	(b) Expansion of facilities cause impacts

Table 20-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Utilities and Service Systems			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
and Facilities	when adequate public services and facilities can be provided.	impacts due to new development.	(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. (d) Need for new or expanded water supply (f) Insufficient landfill capacity
Policy CFI-2.2: Mitigation Measures	Ensure that all major extensions of services, facilities, and utilities are comprehensively reviewed for related social, economic, and environmental impacts, and require that appropriate mitigation be identified and implemented.	Decreases likelihood of physical environmental impacts.	(b) Expansion of facilities cause impacts (c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. (d) Need for new or expanded water supply (f) Insufficient landfill capacity
Goal CFI-4	Sustained supply of potable water through planning and conservation.	Helps ensure reliable water systems and minimizes system losses.	(d) Need for new or expanded water supply
Goal CFI-5	Wastewater system that meets current and future needs.	Helps ensure there will be adequate wastewater system capacity.	(e) Inadequate wastewater treatment capacity
Policy CFI-5.1: Consultation with Sanitation Districts	Consult with the Los Angeles County Sanitation Districts to ensure that regional collection and treatment facilities have sufficient capacity to meet future wastewater treatment needs.	Helps ensure there will be adequate wastewater system capacity.	(e) Inadequate wastewater treatment capacity

Table 20-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Utilities and Service Systems			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy CFI-5.2: Development	Require developers to pay their fair share of costs for localized wastewater infrastructure upgrades to ensure that service levels are met.	Ensures utility systems are adequate to meet service demands.	(b) Expansion of facilities cause impacts (d) Need for new or expanded water supply (e) Inadequate wastewater treatment capacity (f) Insufficient landfill capacity
Goal CFI-6	Storm water infrastructure that minimizes flood risks and achieves water quality goals.	Maintain adequate storm water drainage system.	(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.
Policy CFI-6.1: Storm Water and Drainage System	Implement best practices in storm water management to reduce demand on the drainage system and to remain low pollution impacts to the surface waters and Walnut's local creeks.	Maintain adequate storm water drainage system.	(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.
Policy CFI-6.2: Correct Deficiencies	Continue to correct any deficiencies in the City's drainage system to minimize flood damage and adequately direct rainfall and subsequent runoff.	Maintain adequate storm water drainage system.	(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.
Policy CFI-6.3: Storm Water Runoff	Minimize the impact of development on the City's drainage system by reducing the amount of impervious surface associated with new development and	Reduces the amount of stormwater runoff during a rainfall event.	(c) Require or result in the construction of new storm water drainage facilities or expansion

Table 20-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Utilities and Service Systems			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
	encouraging low impact design features or landscaping that capture runoff.		of existing facilities, the construction of which would cause significant environmental effects.
Policy CFI-6.4: National Pollutant Discharge Elimination System (NPDES)	Encourage on-site retention of storm water and compliance with requirements of the NPDES.	Reduces the amount of stormwater runoff during a rainfall event.	(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.
Goal CFI-8	Efficient and economical solid waste management	Maintains adequate solid waste facilities consistent with environmental regulations.	(f) Insufficient landfill capacity (g) Solid waste regulation noncompliance
Policy CFI-8.1: Solid Waste Disposal and Health	Reduce solid waste demands on landfills, reduce the release of toxins in the air (including greenhouse gas emissions), and improve community health.	Helps reduce the amount of solid waste that is generated.	(f) Insufficient landfill capacity (g) Solid waste regulation noncompliance
Policy CFI-8.3: Collection and Recycling	Ensure that all development provide on-site collection facilities to meet the waste diversion requirements.	Helps reduce the amount of solid waste that is generated.	(f) Insufficient landfill capacity (g) Solid waste regulation noncompliance
Policy CFI-8.4: Operations	Encourage public agencies and private property owners to design their operations to exceed regulatory waste diversion requirements.	Helps reduce the amount of solid waste that is generated.	(f) Insufficient landfill capacity (g) Solid waste regulation noncompliance
Policy CFI-8.5: Reduce, Reuse, and Recycle	Promote reduction in waste generation, and increase reuse and recycling.	Helps reduce the amount of solid waste that is generated.	(f) Insufficient landfill capacity (g) Solid waste regulation noncompliance
Policy CFI-8.6: Outreach	Conduct programs that promote waste reduction through partnerships with schools, institutions, businesses, and homes.	Helps reduce the amount of solid waste that is generated.	(f) Insufficient landfill capacity (g) Solid waste regulation noncompliance

Table 20-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Utilities and Service Systems			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
GPU – Conservation, Open Space and Recreation Element			
Policy COR-5.4: Recycling	Work to reduce landfill waste and increase recycling.	Helps reduce the amount of solid waste that is generated.	(f) Insufficient landfill capacity (g) Solid waste regulation noncompliance
Policy COR-5.5: Reduce Waste	Implement measures focused on reducing landfill source materials beyond recycling, including making conscious purchasing choices in municipal operations.	Helps reduce the amount of solid waste that is generated.	(f) Insufficient landfill capacity (g) Solid waste regulation noncompliance
Policy COR-5.6: Water Conservation	Support the efforts of all water agencies serving Walnut to reduce water consumption at all times, not just during times of drought.	Reduces amount of water consumed and decreases need for new facilities and new water sources.	(b) Expansion of facilities cause impacts (d) Need for new or expanded water supply
Policy COR-5.7: Water Supply	Allow new development only when it can be demonstrated that sufficient water is available.	Ensures adequate water supply,	(b) Expansion of facilities cause impacts (d) Need for new or expanded water supply
Policy COR-5.8: Recycled Water	Support the expansion of recycled water use wherever possible and feasible.	Ensures adequate water supply,	(d) Need for new or expanded water supply
Policy COR-5.9: Gray Water	Explore the possibility of adopting gray water ordinances for municipal, business, and residential applications.	Helps reduce amount of potable water that is used.	(d) Need for new or expanded water supply
Policy COR-6.2: Water Conservation Education	Send educational information and notices to households and businesses with water prohibitions, water allocations, and conservation tips.	Helps reduce amount of potable water that is used.	(b) Expansion of facilities cause impacts (d) Need for new or expanded water supply

Table 20-2 Existing Regulations and Proposed Walnut General Plan Policies to Avoid or Reduce Impacts on Utilities and Service Systems			
Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy COR-7.1: Green Infrastructure	Require low-impact designs such as vegetated treatment systems (bioswales, drainage swale, vegetative buffers, constructed wetlands) and other green infrastructure improvements for storm water discharge pollution removal.	Reduces the amount of stormwater runoff during a rainfall event.	(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.
Policy COR-7.2: Groundwater Infiltration	Update Zoning and building requirements to require innovative design methods to increase pervious surfaces and maximize water infiltration into the San Gabriel Valley Groundwater basin.	Helps maintain groundwater basins thus increasing water supply.	(b) Expansion of facilities cause impacts (d) Need for new or expanded water supply

Potential Impacts of Future Development under the General Plan

According to the Population and Housing Section (Chapter 17), Walnut would be expected to grow to 36,495 (up from 30,152) under a build-out scenario. Under this scenario, it would be expected that demand for utility services would increase. A per-capita approach is used to project consumption of water, generation of wastewater and solid waste under the GPU and WVSP. For stormwater, an evaluation of existing policies and regulations is made to assess if impacts would be anticipated under the GPU and WVSP.

(a) Water Supply and Distribution

Water use would be expected to rise with the anticipated increase in population. However, the expansion in conservation practices such as low water use gardening and use of recycled water would likely dampen demand. Also, the increase in mixed-use typically results in a lower household water use as lawn and garden irrigation practices are less necessary compared to single family homes. Regardless, water is a scarce resource and droughts are common in Southern California so managing water use is critical in the region.

Using the 2020 Urban Water Use Target goals (168 GPCD for WWWD, 169 for Suburban, and 192 for GSWC) as shown in the respective 2015 Urban Water Management Plans, a weighted Citywide GPCD was calculated.

$(\text{WWWD: } 168 \text{ GPCD} \times 0.64) + (\text{Suburban: } 169 \text{ GPCD} \times 0.30) + (\text{GSWC: } 192 \text{ GPDC} \times 0.06)$

The result is 169.8 GPCD. The projected population of Walnut is 36,495 resulting in daily average use of 6.20 million gallons (19.0 AF) per day Citywide (roughly 6,900 AF annually). This can be combined with the roughly 300 AF consumed at MSAC to result in an estimated 7,200 AF consumed annually Citywide. It should be noted that this is likely a high use scenario as average water use has been lower recently due to the drought. Further low-water use techniques and increasing use of water reuse will likely reduce the per capita use. Additionally, all of the water providers have multiple stages of action, due to drought severity, that can significantly reduce water use during dry years. It should be noted that the projected increase in water use is, at least, partially offset by an anticipated increase in the use of recycled water for irrigation.

(b) Wastewater Collection and Treatment

Wastewater is currently treated primarily at the San Jose Creek WRP, located near the City of Industry, while wastewater that exceeds capacity of the plant are diverted to the Joint Water Pollution Control Plant in Carson. The San Jose Creek WRP currently treats an average of 64.6 mgd and is permitted to treat up to 100 mgd. Currently, the Joint Water Pollution Control Plant one of the largest in the world, has substantial capacity to accommodate growth as the facility (the site is permitted to accept about 140 mgd more than it currently does). Regardless, future development could require expanded water and wastewater facilities to meet the demand from anticipated population growth, including mainline or backbone elements and local connections.

The anticipated population increase of Walnut would likely increase the amount of wastewater delivered to the treatment facilities. An estimate of 72 per capita gallons per day was developed using LACSD statistics (see 19.1.1b above). Given a projected population of 36,495 under the GPU and WVSP build out, this would result in a generation of 2.62 mgd of wastewater (an increase of about 0.45 million gpd). This increase represents less than 1.5% of the remaining

capacity at the San Jose WRP and does not consider the available capacity at the Joint Water Pollution Control Plant. It should be noted that the anticipated increases in population, under the GPU and WVSP, are greater than those projected by the Southern California Association of Governments (SCAG) thus potentially creating an inconsistency related to the operation of the water treatment facilities. However, no immediate changes to the system or construction are needed to meet the demands of growth consistent with the GPU and WVSP.

(c) Stormwater Facilities

Stormwater facilities are managed by LACFCD. Any new projects within Walnut will have to comply with the Los Angeles County MS4 permit and include storm water Low Impact Development (LID) Best Management Practices (BMPs). Additionally, Walnut's Municipal Code regulates the implementation of the LIDs and BMPs for projects in the City. If for any reason infiltration is found to be infeasible at a project site, storm water can be captured and used on site via harvest and reuse BMPs or treated by biofiltration.

(d) Solid Waste.

The City, working with private providers, will continue to implement a variety of solid waste reduction, recycling, and re-use measures to meet its obligation under AB 939. These efforts will be coordinated with waste management programs; therefore, future landfill diversion rates may improve. However, although per-capita waste generation rates may improve, the City is still anticipated to grow under the realistic build-out scenario. Under the GPU and WVSP, the amount of solid waste generated may increase. Although this potential increase would be tempered, to some extent, by the continued implementation of policies and programs designed to reduce the amount of solid waste that is generated. In order to estimate solid waste generation under the GPU, a per-capita waste generation rate for the County was used; this was to reflect the relative increase in commercial and industrial land uses, in addition to the population increases. Using the 2016 per capita waste generation rate of 3.2 pounds per resident; the projected increase in population to 36,495 would result in a generation of 21,300 tons annually under the two plans. This is likely a worse-case scenario as per-capita waste generation rates are expected to continue to decline through various solid waste management practices. The County of Los Angeles Countywide Integrated Waste Management Plan 2015 Annual Report cites the following strategies to maintain landfill capacity: (1) maximize waste reduction and recycling; (2) expand existing landfills; (3) study, promote, and develop alternative technologies; (4) expand transfer and processing infrastructure; and (5) utilize out-of-county disposal (including Waste-by-Rail). The policies and programs of the General Plan would not interfere with implementation of existing solid waste disposal regulations and would in fact support them. Under any circumstance, solid wastes must be disposed of in accordance with federal and state laws.

20.2.4 Conclusions

Expansion of utility systems serving Walnut would be contingent, in part, upon the rate of growth and deterioration of aging facilities. Thus, identifying the specific location of and timing for any potential new facilities is speculative. Any future expansion of existing facilities or construction of new facilities would be required to undergo environmental review pursuant to CEQA. The review will either be conducted by project applicants for individual projects or by the City for projects of broader application. Such impacts would be identified, along with measures to mitigate any significant impacts, as part of the CEQA compliance process for future project-specific planning actions.

In most cases, no one goal, policy, or implementation measure (“policy” for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in each table will result in a less-than-significant impact related to the identified significance criterion and the corresponding environmental topic. This conclusion is consistent with the purpose and use of a program EIR for a General Plan (see EIR Project Description, Chapter 3).

Based on the methodology described above, impacts related to utilities and service systems would be ***less than significant***. No mitigation is required.

List of Acronyms, Abbreviations, and Symbols	
Acronym/ Abbreviation	Full Phrase or Description
AF	acre-foot
BMP	Best Management Practice
CDPH	California Department of Public Health
CIC	Covina Irrigating Company
CSMD	Consolidated Sewer Maintenance District
CWA	Clean Water Act
ECR	Existing Conditions Report
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
GPCD	Gallons per Capita per Day
GPU	General Plan Update
GSWC	Golden State Water Company
IWMP	Integrated Waste Management Plan
LACDPW	Los Angeles County Department of Public Works
LACFCD	Los Angeles County Flood Control District
LID	Low Impact Development
mgd	million gallons per day
MWD	Metropolitan Water District
NPDES	National Pollutant Discharge Elimination System
PWR	Pomona-Walnut-Rowland
RWD	Rowland Water District
SB	Senate Bill
SSMP	Sewer System Management Plan
SWRCB	State Water Resources Control Board
TVMWD	Three Valleys Municipal Water District
UWMP	Urban Water Management Plan
WRP	Water Reclamation Plant
WVSP	West Valley Specific Plan
WVWD	Walnut Valley Water District

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CalRecycle

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- 2017 Disposal Reporting System. Sacramento, CA. Website accessed on December 13, 2017: <http://www.calrecycle.ca.gov/lgcentral/drs/>

City of Walnut

- 2017 General Plan Existing Conditions Report. Walnut, CA.

Golden State Water District

- 2016 2015 Urban Water Management Plan – San Dimas. San Dimas, CA.

Sanitation Districts of Los Angeles County

- 2017 Wastewater Facilities. Whittier, CA. Website accessed on December 13, 2017. <http://www.lacsd.org/wastewater/wwfacilities/default.asp>

Suburban Water Systems

- 2016 2015 Urban Water Management Plan – Draft. Covina, CA.

Walnut Valley Water District

- 2016 2015 Urban Water Management Plan. Walnut, CA.

21. ALTERNATIVES

Section 15126.6 of the CEQA Guidelines requires an EIR to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The Section also states that the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the basic project objectives, or would be more costly.

Pursuant to Section 15126.6, this Chapter describes three alternatives to the GPU and WVSP (Proposed Project) and compares their impacts to the Proposed Project. Pursuant to the CEQA Guidelines, the ability of the alternatives to meet the basic project objectives is also described, and the "environmentally superior" alternative among the four is identified.

In accordance with CEQA Guidelines Section 15126.6(a), this EIR does not evaluate every conceivable alternative. A feasible range of alternatives that will allow decision-makers to make a reasoned choice and that meet most of the project objectives has been evaluated. The project objectives are:

- #1: Walnut should continue to maintain a rural quality by protecting open spaces, maintaining trails and single-family housing as a primary use.
- #2: Walnut will promote multi-unit attached housing along Valley Boulevard.
- #3: Walnut should ensure public safety by protecting the citizens from natural and human-caused hazards.
- #4: Walnut will continue to provide quality community services that are maintained in a fiscally sustainable manner.
- #5: Walnut will promote economic diversity and vitality by providing local shopping, commercial services at well-designed gathering spaces.
- #6: Walnut should support educational opportunities and lifelong learning. This includes support for local schools, libraries, and recreational programs for all ages.
- #7: Walnut will preserve community resources for future generations to enjoy. These resources include multi-use trails, natural habitat and creeks, and historic resources. Further, the City will embrace sustainable development including the promotion of green buildings.
- #8: Walnut will embrace accessibility and provide a usable local, safe, and efficient transportation network. The City will work to interconnect sidewalks and trails, make "complete streets" by accommodating pedestrians and bicycles, and accommodate public transit.
- #9: Walnut will ensure a responsive Local Government by having transparent and participatory processes. The City will be fiscally responsible and will consult with

community stakeholders including educational institutions and local agencies and organizations that serve the City's residents.

The following alternatives have been evaluated in comparison to the Proposed Project:

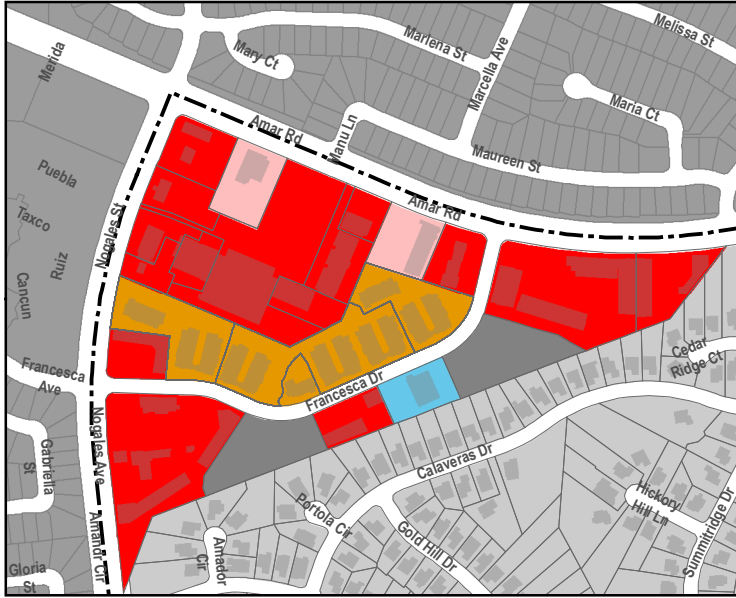
- Alternative 1: No Project;
- Alternative 2: Walnut Hills Mixed-Use Alternative; and
- Alternative 3: Mt. SAC Shopping Center Mixed-Use Alternative.

The City encompasses only roughly 8.9 square miles and the community is largely built out. Therefore, selection of alternatives is limited and was focused on selection of different land uses for certain areas within the City. Alternatives 2 and 3 involve different land uses for Walnut Hills area and for the Mt. SAC Shopping Center. Figures 21-1 and 21-2 show the locations of these areas and a comparison of the land uses proposed under the Proposed Project and the alternatives. Characteristics for each alternative in these areas are also shown in Tables 21-1 and 21-2 for the Walnut Hills area and Mt. SAC Shopping Center, respectively.

Table 21-1 Characteristics of Alternatives for the Walnut Hills Area

Characteristic	Proposed Project	Alternatives	
		Alternative 1: No Project	Alternative 2: Walnut Hills Mixed-Use Alternative
Land Use	Walnut Hills Mixed Use (30.4 acres)	General Commercial (17.7 acres); Office (2.2 acres); Multi-Family – Senior Residential (6.5 acres); Private School (0.9 acres); and Vacant (3.7 acres).	Walnut Hills Mixed Use (19.9 acres); and Commercial (10.5 acres)
Building Square Footage	Mixed-Use Commercial (143,600 sf); and Office (66,600 sf) Total: 210,200 sf	General Commercial (247,000 sf); Office (20,200 sf); and Private School (8,900 sf) Total: 276,000 sf	Mixed-Use Commercial (80,500 sf); General Commercial (146,400 sf); and Office (24,600 sf) Total: 251,500 sf
Residential Units	153 (Senior Residential); and 247 (Multi-family) Total: 400	153 (Senior Residential)	153 (Senior Residential); and 138 (Multi-family) Total: 291
Commercial Square Footage	143,600 sf	247,000 sf	226,900 sf

Figure 21-1 Walnut Hills Mixed-Use Alternative (Alternative 2)



Existing Land Use (2016)

Existing Land Use (2016)

- General Commercial (17.7 acres)
- Office (2.2 acres)
- Multi-Family - Senior Residential (6.5 acres)
- Private School (0.9 acres)
- Vacant (3.1 acres)

Existing Building Square Feet (SF)

General Commercial: 247,000 SF
 Office: 20,200 SF
 Private School: 8,900 SF
Total: 276,100 SF

Existing Multi-Family - Senior Residential : 153 Units



Proposed Project

Proposed Project

Walnut Hills Mixed Use (30.4 acres)

Residential Density: 28 du/ac
 Commercial Lot Coverage: 32%

Percent Use Mix

Residential: 37%
 Commercial/Retail: 43%
 Office: 20%

Residential Units

Existing Multi-Family - Senior Residential: 153 Residential Units
 Proposed Residential: 247 Units
Total: 400 Units

Proposed Building Square Feet (SF)

Mixed-Use Commercial: 143,600 SF
 Office: 66,600 SF
Total: 210,200 SF



Alternative

Alternative

Commercial (10.5 acres)

Walnut Hills Mixed Use - Existing Senior Housing (19.9 acres)

Residential Density: 28 du/ac
 Commercial Lot Coverage: 32%

Percent Use Mix

Residential: 37%
 Commercial/Retail: 43%
 Office: 20%

Residential Units

Existing Multi-Family - Senior Residential: 153 Residential Units
 Proposed Residential: 138 Units
Total: 291 Units

Proposed Building Square Feet (SF)

Mixed-Use Commercial: 80,500 SF
 General Commercial: 146,400 SF
 Office: 24,600 SF
Total: 251,500 SF

Figure 21-2 Mt. SAC Shopping Center Mixed-Use Alternative (Alternative 4)



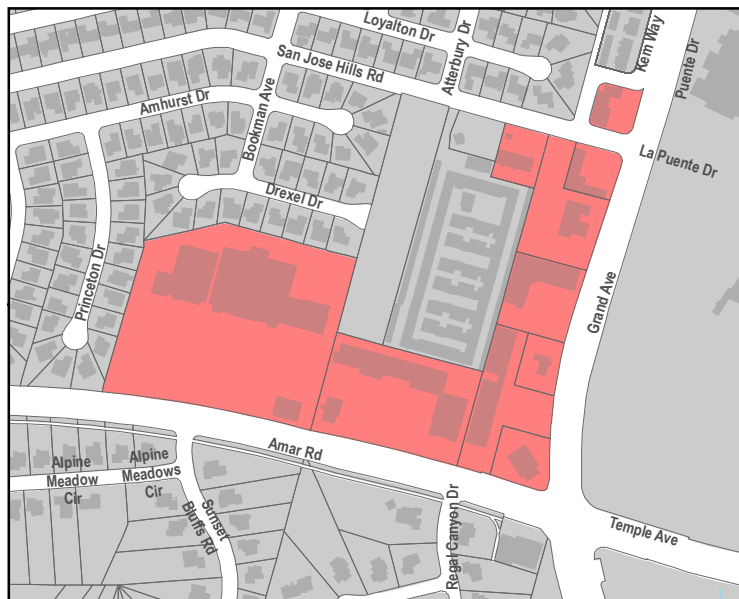
Existing Land Use (2016)

Existing Land Use (2016)

- General Commercial (16.5 acres)
- Private School - PreSchool/Kindergarten (0.6 acre)
- Religious Institution (1.5 acres)

Existing Building Square Feet (SF)

General Commercial: 202,100 SF
 Private School: 5,400 SF
 Religious Institution: 8,300 SF
Total: 215,800 SF



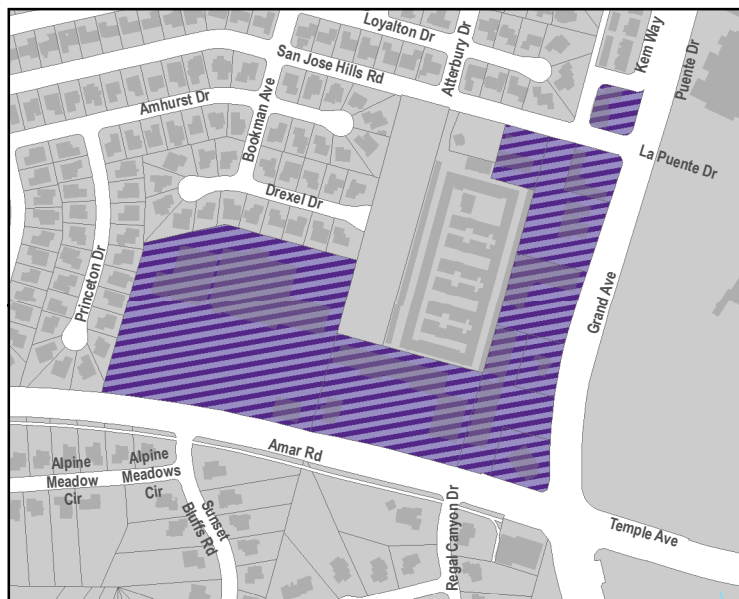
Proposed Project

Proposed Project

- Commercial (18.6 acres)
- Commercial Lot Coverage: 28%

Proposed Building Square Feet (SF)

General Commercial: 226,900 SF



Alternative

Alternative

- Mt. SAC Shopping Center Mixed Use (18.6 acres)
- Residential Density: 28 du/ac
- Commercial Lot Coverage: 28%

Percent Use Mix

Residential: 55%
 Commercial/Retail: 45%

Proposed Residential Units/Commercial Building Square Feet (SF)

Multi-Family: 286 Residential Units
 Commercial: 102,100 SF

Table 21-2 Characteristics of Alternatives for the Mt. SAC Shopping Area

Characteristic	Proposed Project	Alternatives	
		Alternative 1: No Project	Alternative 3: Mt. SAC Shopping Center Mixed-Use Alternative
Land Use	Commercial (18.6 acres)	General Commercial (16.5 acres); Private School (0.6 acre); and Religious Institution (1.5 acres)	Mt. SAC Shopping Center Mixed-Use (18.6 acres)
Building Square Footage	General Commercial (226,900 sf)	General Commercial (202,100 sf); Private School (5,400 sf); Religious Institution (8,300 sf) Total: 215,800 sf	Mixed-Use Commercial (102,100 sf)
Residential Units	0	0	286 (Multi-family)
Commercial Square Footage	226,900 sf	202,100 sf	102,100 sf

Table 21-3 summarizes the impacts associated with each alternative compared to impacts under the Proposed Project. A detailed comparison of impacts on each issue area is also provided below.

21.1 ALTERNATIVE 1: NO PROJECT

Alternative 1: According to Section 15126.6(e)(2) of the CEQA Guidelines, the evaluation of alternatives in an EIR shall include a “no project” scenario. The No Project (No Project Alternative) consists of the existing physical setting and “...what is reasonably expected to occur in the foreseeable future if the project [proposed General Plan Amendments] were not approved, based on current plans and consistent with available infrastructure and community services.” The City of Walnut has reached its buildout population under the 1978 plan. Incremental developmental could still occur under the existing plan however the existing WGP is not aligned with current regulations related to mitigating environmental impacts. Additionally, the existing WGP does not incorporate the smart growth guiding principles or objectives of the proposed GPU and WVSP that are directed at developing a sustainable community that provides a greater range of transportation and housing choices and prioritizes infill and redevelopment rather than development of open space, such as increasing in-fill development, increasing transit oriented development, increasing mixed uses, and increasing walkability and accessibility for bicyclists. These guiding principles and objectives help mitigate overall impacts on air quality, global climate change, and transportation and circulation within the City. Also, the existing WGP is not current regarding existing circumstances for certain issues such global climate change and the effects of greenhouse gas emissions and current techniques in achieving sustainability (e.g., water conservation, use of green building technology and alternative sources of energy, etc.).

Table 21-3 Summary of Impacts Under Alternatives Relative to the Proposed Project

Issue Area	Proposed Project	Alternatives		
		Alternative 1: No Project	Alternative 2: Walnut Hills Mixed-Use Alternative	Alternative 3: Mt. SAC Shopping Center Mixed-Use Alternative
Aesthetics and Visual Resources	Less Than Significant	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Same as Proposed Project: No changes to the City's height limits, or goals and policies protecting visual quality and neighborhood compatibility are proposed.	Same as Proposed Project: No changes to the City's height limits, or goals and policies protecting visual quality and neighborhood compatibility are proposed.
Agricultural and Forest Resources	No Impact	Same as Proposed Project.	Same as Proposed Project	Same as Proposed Project
Air Quality	Significant and Unavoidable	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Greater than Proposed Project: Alternative 2 would generate more trips.	Less than Proposed Project: Alternative 3 would generate less trips.
Biological Resources	Less Than Significant with Mitigation Incorporated	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Same as Proposed Project: Overall area developed would not change under Alternative.	Same as Proposed Project: Overall area developed would not change under Alternative.
Cultural Resources and Tribal Resources	Less Than Significant with Mitigation Incorporated	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Same as Proposed Project: Overall area developed would not change under Alternative.	Same as Proposed Project: Overall area developed would not change under Alternative.
Geology and Soils	Less Than Significant	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Same as Proposed Project: Overall area developed would not change under Alternative.	Same as Proposed Project: Overall area developed would not change under Alternative.
Global Climate Change and Greenhouse Gas	Significant and Unavoidable	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Greater than Proposed Project: Alternative 2 would generate more trips.	Less than Proposed Project: Alternative 3 would generate less trips.
Hazards and Hazardous Materials	Less Than Significant	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Same as Proposed Project: Overall area developed would not change under Alternative.	Same as Proposed Project: Overall area developed would not change under Alternative.
Hydrology and Water Quality	Less Than Significant	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Greater than Proposed Project: This alternative is expected to result in slightly more impervious surfaces than the Proposed Project.	Less than Proposed Project: Due to the lower commercial square footage associated with this alternative, this alternative is expected to result in slightly less impervious surfaces than the Proposed Project.

Issue Area	Proposed Project	Alternatives		
		Alternative 1: No Project	Alternative 2: Walnut Hills Mixed-Use Alternative	Alternative 3: Mt. SAC Shopping Center Mixed-Use Alternative
Land Use and Planning	Less Than Significant	Greater than Proposed Project: Numerous policies and objectives to ensure that new development would be compatible and integrated with established land use patterns would not be implemented. The benefits of improving the General Plan Elements such that they are more consistent with each other, and the existing Housing Element, would not be implemented.	Greater than Proposed Project: Alternative would result in less housing in the City than the Proposed Project, and therefore, would be less effective at meeting the City's housing goals outlined in the Housing Element.	Less than Proposed Project: Alternative would result in more housing in the City than the Proposed Project, and therefore, would be more effective at meeting the City's housing goals outlined in the Housing Element.
Mineral Resources	No Impact	Same as Proposed Project.	Same as Proposed Project	Same as Proposed Project
Noise	Significant and Unavoidable	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Greater than Proposed Project: Alternative 2 would generate more trips.	Less than Proposed Project: Alternative 3 would generate less trips.
Population and Housing	Less Than Significant	Greater than Proposed Project: There would be less new housing to meet the community and regional need for market-rate housing and affordable housing.	Greater than Proposed Project: Alternative would result in less housing in the City than the Proposed Project, and therefore, would be less effective at meeting the City's housing goals outlined in the Housing Element.	Less than Proposed Project: Alternative would result in more housing in the City than the Proposed Project, and therefore, would be more effective at meeting the City's housing goals outlined in the Housing Element.
Public Services and Recreation	Less Than Significant	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Less than Proposed Project: Alternative would result in less housing and therefore, less demand on public services and recreational facilities.	Greater than Proposed Project: Alternative would result in more housing and therefore, more demand on public services and recreational facilities.
Transportation and Circulation	Significant and Unavoidable	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Greater than Proposed Project: Alternative 2 would generate more trips.	Less than Proposed Project: Alternative 3 would generate less trips.
Utilities and Service Systems	Less Than Significant	Less than Proposed Project: No Project Alternative would involve less development than under the Proposed Project.	Same as Proposed Project: Alternative would result in less housing but more commercial square footage. Therefore, impacts would be similar.	Greater than Proposed Project: Alternative would result in more housing and therefore, more demand on public services and recreational facilities.

Overall, the No Project Alternative would involve less development within the City than under the Proposed Project. Under the No Project Alternative, several objectives of the Project would either not be met or not met as well including:

- #2: Walnut will promote multi-unit attached housing along Valley Boulevard.
- #5: Walnut will promote economic diversity and vitality by providing local shopping, commercial services at well-designed gathering spaces.
- #7: Walnut will preserve community resources for future generations to enjoy. These resources include multi-use trails, natural habitat and creeks, and historic resources. Further, the City will embrace sustainable development including the promotion of green buildings.
- #8: Walnut will embrace accessibility and provide a usable local, safe, and efficient transportation network. The City will work to interconnect sidewalks and trails, make “complete streets” by accommodating pedestrians and bicycles, and accommodate public transit.

21.1.1 Comparison of Impacts

Aesthetics and Visual Resources

Under the No Project Alternative, the benefits provided by the new community design policies and objectives of the GPU and WVSP designed to enhance neighborhood compatibility and protection of the visual character of the City would not be implemented. However, the No Project Alternative would involve less overall development than the Proposed Project. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

Agricultural and Forest Resources

There are no agricultural or forest resource uses in the City. As such, there would be no difference in impacts related to Agricultural and Forest Resources.

Air Quality

Under the No Project Alternative, the benefits provided by the new policies and objectives of the GPU and WVSP designed to reduce overall trips associated with new development and emissions of criteria pollutants and greenhouse gases would not be implemented. Similarly the smart growth guiding principles and objectives of the proposed GPU and WVSP, such as increasing in-fill development, increasing transit oriented development, increasing mixed uses, and increasing walkability and accessibility for bicyclists which help mitigate impacts on air quality, global climate change, and transportation and circulation would not be implemented. However, the No Project Alternative would involve less overall development than the Proposed Project. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

Biological Resources

Under the No Project Alternative, the benefits provided by the new policies and objectives of the GPU and WVSP designed to protect open space and sensitive biological resources would not be implemented. Additionally, facilitation of in-fill development and mixed uses in the City under the Proposed Project help to reduce development sprawl into open space. However, the No Project Alternative would involve less overall development than the Proposed Project. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

Cultural Resources and Tribal Cultural Resources

The No Project Alternative would involve less overall development than the Proposed Project. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

Geology and Soils

With Alternative 1, there would be less development and fewer people exposed to potential geologic hazards within the City. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

Global Climate Change and Greenhouse Gas

Under the No Project Alternative, the benefits provided by the new policies and objectives of the GPU and WVSP designed to reduce overall trips associated with new development and emissions of criteria pollutants and greenhouse gases would not be implemented. Similarly, the smart growth guiding principles and objectives of the proposed GPU and WVSP, such as increasing in-fill development, increasing transit oriented development, increasing mixed uses, and increasing walkability and accessibility for bicyclists which help mitigate impacts on air quality, global climate change, and transportation and circulation would not be implemented. However, the No Project Alternative would involve less overall development than the Proposed Project. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

Hazards and Hazardous Materials

Less development compared to the Proposed Project would result in less potential exposure of people and property to hazards and hazardous materials. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

Hydrology and Water Quality

Under the No Project Alternative, the benefits provided by the new policies and objectives of the GPU and WVSP designed to reduce pollutant loads in stormwater runoff and to minimize increases in impervious surfaces would not be implemented. Additionally, facilitation of in-fill development and mixed uses in the City under the Proposed Project help to reduce development sprawl into open space. However, the No Project Alternative would involve less overall development than the Proposed Project. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

Land Use and Planning

Under the No Project Alternative, numerous policies and objectives to ensure that new development would be compatible and integrated with established land use patterns would not be implemented. The benefits of improving the General Plan Elements such that they are more consistent with each other, and the existing Housing Element, would not be implemented as well. Therefore, impacts on land use and planning would be greater under the No Project Alternative than under the Proposed Project.

Mineral Resources

There are no mineral resources in the City. Therefore, there would be no impacts.

Noise

Under the No Project Alternative, new Land Use Compatibility Criteria for noise levels would not be implemented consistent with the Governor's Office of Planning and Research (OPR's) latest General Plan Guidelines (OPR 2017). In addition, the benefits provided by the new policies and objectives of the GPU and WVSP designed to reduce noise impacts would not be implemented. Similarly, the smart growth guiding principles and objectives of the proposed GPU and WVSP, such as increasing in-fill development, increasing transit oriented development, increasing mixed uses, and increasing walkability and accessibility for bicyclists which help reduce trips and traffic noise in the City would not be implemented. However, the No Project Alternative would involve less overall development than the Proposed Project. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

Population and Housing

Under the No Project Alternative, buildout would be less than or equal to the City's projected population growth under the Southern California Association of Governments' (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), as opposed to under the Proposed Project which would involve growth approximately eight percent greater than projected under the 2016 RTP/SCS. However, there would be less new housing to meet the community and regional need for market-rate housing and affordable housing. Therefore, overall, impacts on this issue area would be greater under the No Project Alternative than under the Proposed Project.

Public Services and Recreation

The No Project Alternative would involve less overall development than the Proposed Project. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

Transportation and Circulation

Under the No Project Alternative, the benefits provided by the new policies and objectives of the GPU and WVSP designed to reduce overall trips associated with new development would not be implemented. Similarly, the smart growth guiding principles and objectives of the proposed GPU and WVSP, such as increasing in-fill development, increasing transit oriented development, increasing mixed uses, and increasing walkability and accessibility for bicyclists which help mitigate impacts on transportation and circulation. However, the No Project

Alternative would involve less overall development than the Proposed Project. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

Utilities and Service Systems

The No Project Alternative would involve less overall development than the Proposed Project. Therefore, impacts would be lower under the No Project Alternative than the Proposed Project.

21.2 ALTERNATIVE 2: WALNUT HILLS MIXED-USE ALTERNATIVE

As shown in Figure 21-1 and Table 21-1, Alternative 2 would be the same as the Proposed Project, but with an alternative configuration of the proposed Walnut Hills Mixed-Use area. The area is located south of Amar Road and east of Nogales Street; Francesca Drive crosses the mixed-use area considered under this alternative. Currently, the land uses in the area are:

- General Commercial (17.7 acres).
- Office (2.2 acres).
- Multi-Family – Senior Residential (6.5 acres).
- Private School (0.9 acres).
- Vacant (3.7 acres).

The existing land uses result in 276,100 square feet of combined general commercial, office and private school. The Proposed Project would add 247 residential units and decrease the square footage of combined commercial and office space to 210,200 square feet. The mixed-use development under Alternative 2 would result in fewer residential units (291) than under the Proposed Project, a decrease in office space by 42,000 square feet, and an increase in commercial square footage of 83,300 square feet for a total of 251,500 square feet. This would continue to result in more residential units and less overall commercial/retail square footage than under existing conditions. Under both the Proposed Project and Alternative 2, the existing senior housing would remain.

Overall, Alternative 2 would result in a small decrease in the City's population compared to the Proposed Project and a small overall increase in commercial square footage compared with the Proposed Project. Using the Institute of Traffic Engineers (ITE) trip generation rates for the various land uses (see the Traffic Impact Analyses contained in Appendix E for the trip generation rates), Alternative 2 would generate a total of 2,369 more average daily trips than under the Proposed Project. Trip reductions due to higher internal capture rates (e.g., trips that might be contained entirely within the development area) (USEPA 2017) are not factored into this analysis; therefore, this is a conservative estimate of the increase in trips associated with Alternative 2.

Alternative 2 would meet the project objectives listed at the beginning of this Chapter. Due to the slightly higher commercial square footage, this Alternative would be slightly more effective in achieving Project Objective #5 to promote economic diversity and vitality by providing local shopping, commercial services at well-designed gathering spaces. However, this Alternative would involve fewer housing units which would be less effective at meeting the goals of the City's Housing Element.

21.2.1 Comparison of Impacts

Aesthetics and Visual Resources

Impacts under this alternative would be similar to the Proposed Project as no changes to the City's height limits are proposed and goals and policies protecting visual quality and neighborhood compatibility would be the same.

Agricultural and Forest Resources

There are no agricultural or forest resource uses in the City. As such, there would be no difference in impacts related to Agricultural and Forest Resources.

Air Quality

Due to the higher trips associated with Alternative 2, there would be a slight increase in emissions in criteria pollutants compared with the Proposed Project. Due to the relatively small increase in trips overall, the overall magnitude of impacts in the City are anticipated to be similar to the Proposed Project. This alternative would only have a slightly higher impact than the Proposed Project.

Biological Resources

Because the Walnut Hills Mixed-Use area is already developed, there would be no change in impacts on biological resources associated with this alternative compared with the Proposed Project.

Cultural Resources and Tribal Cultural Resources

Because the Walnut Hills Mixed-Use area is already developed, there would be no change in impacts on cultural and tribal cultural resources associated with this alternative compared with the Proposed Project.

Geology and Soils

Because the Walnut Hills Mixed-Use area is already developed, there would be no change in impacts on geology and soils associated with this alternative compared with the Proposed Project.

Global Climate Change and Greenhouse Gas

Due to the higher trips associated with Alternative 2, there would be a slight increase in emissions of GHGs compared with the Proposed Project. However, due to the relatively small increase in trips overall, the overall magnitude of impacts in the City are anticipated to be similar

to the Proposed Project. This alternative would only have a slightly higher impact than the Proposed Project.

Hazards and Hazardous Materials

With fewer housing units compared to the Proposed Project, buildout under Alternative 2 would result in less potential exposure of people and property to hazards and hazardous materials. However, there would be additional commercial space compared to the Proposed Project, which would result in a small increased use of common hazardous materials (e.g., paint, cleaners etc.). Due to the small relative changes in land uses associated with this alternative, overall impacts within the City would be similar.

Hydrology and Water Quality

Alternative 2 would have similar impacts on drainage and water quality compared to the Proposed Project. Surface runoff is determined by a parcel's impervious surface area and not by land use or density. Due to the higher commercial square footage associated with this alternative, this alternative is expected to result in slightly more impervious surfaces than the Proposed Project. The overall change is not expected to change the ability to infiltrate and treat runoff off the project site, therefore, overall impacts on hydrology and water quality would still remain less than significant. Therefore, impacts would only be slightly higher under this alternative compared with the Proposed Project.

Land Use and Planning

This alternative would result in less housing in the City than the Proposed Project, and therefore, would be less effective at meeting the City's housing goals outlined in the Housing Element. However, this alternative would remain consistent with the Housing Element's goals and policies, as well as the other goals and policies of the GPU. Therefore, this alternative would only have a slight increase in impacts on land use and planning compared with the Proposed Project.

Mineral Resources

Mineral resources would not be affected by the Proposed Project or this alternative.

Noise

Due to the higher trips associated with Alternative 2 and high square footage of commercial development, there would be a slight increase in traffic noise and construction noise levels in the area compared with the Proposed Project. However, due to the relatively small increase in trips and square footage overall compared with the Proposed Project, this alternative would only have a slightly higher impact than the Proposed Project.

Population and Housing

Alternative 2 would result in a slightly smaller population and housing increase in the City. There would also be slightly less new housing to meet the community and regional need for market-rate housing and affordable housing. Therefore, impacts would be slightly higher than under the Proposed Project.

Public Services and Recreation

Alternative 2 would result in a slightly smaller population and housing increase in the City. Therefore, impacts on public services and recreational facilities in the City would be slightly less than under the Proposed Project.

Transportation and Circulation

Due to the higher trips associated with Alternative 2, there would be a slight increase in impacts compared with the Proposed Project. However, trips would be distributed throughout area intersections. Due to the small increase in the number of trips at each intersection, conditions at area intersections are not expected to change significantly under this alternative compared with the Proposed Project. Therefore, this alternative would only have a slightly higher impact than the Proposed Project.

Utilities and Service Systems

Alternative 2 would result in a slightly smaller population and housing increase in the City but a slight increase in commercial square footage. Therefore, impacts on utilities and service systems in the City would be slightly higher than under the Proposed Project.

21.3 ALTERNATIVE 3: MT. SAC SHOPPING CENTER MIXED-USE ALTERNATIVE

As shown in Figure 21-2 and Table 21-2, Alternative 3 would be the same as the Proposed Project, but the Mt. SAC Shopping Center, located on the northwest corner of Grand Avenue and Amar Road, would be authorized for a mixed-use development under Alternative 3, rather than a purely commercial development authorized under the Proposed Project.

The Mt. SAC Shopping Center currently occupies 215,800 square feet of combined commercial, religious institution, and private school land uses. Under the Proposed Project, land uses would be projected to be commercial land uses only, with projected buildout of 226,900 square feet. Under Alternative 3, mixed-use development would be allowed, involving buildout of 286 new residential units, but less commercial square footage (124,800 less square feet for a total of 102,100 commercial square footage), compared to the Proposed Project.

Overall, Alternative 3 would result in an increase in population compared to the Proposed Project but a reduction in commercial square footage. Using the ITE trip generation rates for the various land uses (see the Traffic Impact Analyses contained in Appendix E for the trip generation rates), Alternative 3 would generate a total of 3,427 less average daily trips than the Proposed Project. Trip reductions due to higher internal capture rates (e.g., trips that might be contained entirely within a development) (USEPA 2017) are not factored into this analysis; therefore, this is a conservative estimate of the decrease in trips associated with Alternative 3 (e.g., the trip reduction is likely to be even lower than 3,427).

Alternative 3 would meet the project objectives listed at the beginning of this Chapter. Due to the slightly less commercial square footage, this Alternative would be slightly less effective in achieving Project Objective #5 to promote economic diversity and vitality by providing local shopping, commercial services at well-designed gathering spaces. However, this Alternative would involve more housing units which would be more effective at meeting the goals of the City's Housing Element.

21.3.1 Comparison of Impacts

Aesthetics and Visual Resources

Impacts under this alternative would be similar to the Proposed Project as no changes to the City's height limits are proposed and goals and policies protecting visual quality and neighborhood compatibility would be the same.

Agricultural and Forest Resources

There are no agricultural or forest resource uses in the City. As such, there would be no difference in impacts related to Agricultural and Forest Resources.

Air Quality

Due to the lower number of trips associated with Alternative 3, there would be a slight decrease in emissions of criteria pollutants compared with the Proposed Project. However, due to the relatively small decrease in trips overall, the overall magnitude of impacts in the City are anticipated to be similar to the Proposed Project. This alternative would only have a slightly lower impact than the Proposed Project.

Biological Resources

Because the Mt. SAC Shopping Center is already developed, there would be no change in impacts on biological resources associated with this alternative compared with the Proposed Project.

Cultural Resources and Tribal Cultural Resources

Because the Mt. SAC Shopping Center is already developed, there would be no change in impacts on cultural and tribal cultural resources associated with this alternative compared with the Proposed Project.

Geology and Soils

Because the Mt. SAC Shopping Center is already developed, there would be no change in impacts on geology and soils associated with this alternative compared with the Proposed Project.

Global Climate Change and Greenhouse Gas

Due to the lower number of trips associated with Alternative 3, there would be a slight decrease in emissions of GHGs compared with the Proposed Project. However, due to the relatively small decrease in trips overall, the overall magnitude of impacts in the City are anticipated to be similar to the Proposed Project. This alternative would only have a slightly lower impact than the Proposed Project.

Hazards and Hazardous Materials

With more housing units compared to the Proposed Project, buildout under Alternative 3 would result in a slight increase in potential exposure of people and property to hazards and

hazardous materials. However, there would be a small reduction in commercial space compared to the Proposed Project, which would result in a small decreased use of common hazardous materials (e.g., paint, cleaners etc.). Due to the small relative changes in land uses associated with this alternative, overall impacts within the City would be similar.

Hydrology and Water Quality

Alternative 3 would have similar impacts on drainage and water quality compared to the Proposed Project. Surface runoff is determined by a parcel's impervious surface area and not by land use or density. Due to the lower commercial square footage associated with this alternative, this alternative is expected to result in slightly less impervious surfaces than the Proposed Project. Therefore, impacts would only be slightly lower under this alternative compared with the Proposed Project.

Land Use and Planning

This alternative would result in more housing in the City than the Proposed Project, and therefore, would be more effective at meeting the City's housing goals outlined in the Housing Element. Therefore, the benefits of this Alternative are slightly greater, and therefore impacts would be slightly lower, than under the Proposed Project.

Mineral Resources

Mineral resources would not be affected by the Proposed Project or this alternative.

Noise

Due to the reduction in trips associated with Alternative 3, there would be a slight decrease in traffic and traffic noise levels in the area compared with the Proposed Project. However, due to the relatively small decrease in trips overall compared with the Proposed Project, the overall magnitude of impacts in the City is anticipated to be similar to the Proposed Project. Therefore, this alternative would only have a slight reduction in impacts on noise compared with the Proposed Project.

Population and Housing

Alternative 3 would result in a slightly larger increase in population and housing in the City. The population increase would not be significant but the increase in housing would better meet the City's goals for affordable housing in the area. Therefore, the benefits of this Alternative are slightly greater, and therefore impacts would be slightly lower, than under the Proposed Project.

Public Services and Recreation

Alternative 3 would result in slightly higher increases in population and housing in the City. Therefore, impacts on public services and recreational facilities in the City would be slightly higher than under the Proposed Project.

Transportation and Circulation

Due to the lower number of trips associated with Alternative 3, there would be a slight decrease in impacts compared with the Proposed Project. Therefore, this alternative would have a slightly lower impact than the Proposed Project.

Utilities and Service Systems

Alternative 3 would result in slightly higher increases in population and housing in the City. Therefore, impacts on utilities and service systems in the City would be slightly higher than the Proposed Project.

21.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines (Section 15126[e][2]) stipulate, "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Other than Alternative 1 (No Project), Alternative 3 Mt. SAC Shopping Center Alternative would result in the least adverse environmental impacts, and would therefore be the "environmentally superior alternative." This conclusion is based on the lower number of trips, but increased housing, associated with this alternative (see Table 21-3).

Alternative 3 would meet the project objectives listed at the beginning of this Chapter. Due to the slightly less commercial square footage, this Alternative would be slightly less effective in achieving Project Objective #5 to promote economic diversity and vitality by providing local shopping, commercial services at well-designed gathering spaces. However, this Alternative would involve more housing units which would be more effective at meeting the goals of the City's Housing Element.

Acronyms

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
GHG	greenhouse gas
WGP	Walnut General Plan
GPU	General Plan Update
ITE	Institute of Traffic Engineers
LST	Localized Significance Threshold
Mt. SAC	Mount San Antonio College
OPR	Office of Planning and Research
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
SCS	Sustainable Communities Strategy
USEPA	U.S. Environmental Protection Agency
WVSP	West Valley Specific Plan

References Cited

U.S. Environmental Protection Agency (USEPA)
2017 Mixed-Use Trip Generation Model. Smart Growth Homepage.
<https://www.epa.gov/smartgrowth/mixed-use-trip-generation-model>.

22. CEQA-MANDATED SECTIONS

This Chapter summarizes the EIR findings in terms of the various assessment categories suggested by the California Environmental Quality Act (CEQA) Guidelines for EIR content. The findings of this EIR are summarized below in terms of project-related potential cumulative impacts, growth-inducing effects, significant unavoidable impacts, and irreversible environmental changes.

Section 15128 of the CEQA Guidelines requires that the EIR "contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR." This EIR discusses all of the environmental topic areas and questions included in CEQA Guidelines Appendix G (Environmental Checklist Form).

CEQA Guidelines Appendix F (Energy Conservation) describes how energy conservation should be addressed in EIRs and states, "[CEQA] requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy." This analysis is contained in Chapter 11 along with the impact analysis on Global Climate Change and Greenhouse Gases.

22.1 CUMULATIVE IMPACTS

Section 15130(a) of the CEQA Guidelines requires that the EIR "discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable...." The CEQA Guidelines (Section 15355) define "cumulative impacts" as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." The analyses of quantitative cumulative impacts in this EIR are based on the "summary of projections" method, as authorized by Section 15130(b)(1)(B) of the CEQA Guidelines.

There are no agricultural or forestry resources, or mineral resources, in the City. Therefore, there would be no impacts and they are not discussed further. An analysis of the other issue areas is provided below.

22.1.1 Aesthetics and Visual Resources

Impacts on aesthetics and visual resources are localized impacts, and there are no identified, large-scale development projects proposed adjacent to the City that would affect public views or the visual character of the City. The Proposed Project would not result in a considerable contribution to any significant cumulative impact with respect to aesthetics and visual resources.

22.1.2 Air Quality

Buildout of the GPU and WVSP is projected to result in a population that is eight percent greater than what is currently projected in the Southern California Association of Governments' (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and emissions estimates indicate that PM₁₀ and PM_{2.5} would exceed significance thresholds under the GPU and WVSP. Therefore, the GPU and WVSP would not be consistent with the 2016 RTP/SCS. Because the emission forecasts and demonstrations presented in the South Coast

Air Quality Management District's (SCAQMD's) 2016 Air Quality Management Plan (AQMP) rely heavily on information contained in other planning and strategy documents such as the SCAG's 2016 RTP/SCS, the GPU and WVSP would not be consistent with the AQMP either.

In addition, because emissions of operations-related PM₁₀ and PM_{2.5} would be above regional thresholds of significance under the GPU and above SCAQMD Localized Significance Thresholds (LSTs) under the WVSP, projects under both the GPU and WVSP have the potential to generate significant emissions of diesel particulate matter (DPM), a Toxic Air Contaminant (TAC).

Since it cannot be determined at this time whether or not feasible mitigation would be available for every potential development project under the GPU or WVSP, operational impacts associated with buildout of the GPU and the WVSP would be significant and unavoidable. Buildout of the GPU and WVSP would, therefore, have a potentially considerable contribution to significant cumulative impacts of PM₁₀ and PM_{2.5}, as well as diesel particulate matter (DPM), emissions in the region.

22.1.3 Biological Resources

Most of the City has already been developed, however, buildout of the GPU and WVSP has the potential to impact open space within the City as well as sensitive vegetation communities such as riparian corridors and wetlands. These areas also can serve as important wildlife corridors.

Los Angeles County has designated a Significant Ecological Area (SEA) in East San Gabriel Valley (SEA #6), located inside the north and northeastern boundary of the City. SEA #6 represents the only regional wildlife linkage between the San Gabriel Mountains and the Puente Hills/Chino Hills complex. Within the City boundaries, this SEA also includes a portion of Walnut Creek Park to the north and Buzzard Peak and undeveloped hillsides to the northwest.

The U.S. Fish and Wildlife Service has designated critical habitat for the Federally listed coastal California gnatcatcher (*Polioptila californica californica*) within the northern portion of the SEA, and includes the northern boundary of the City in the San Jose Hills.

Finally, the City recognizes the value of its "Community Forest" of over 16,000 public trees throughout Walnut as well as three woodlands of black walnut trees located in the San Jose Hills around the Mt. SAC campus.

Impacts to these resources could result in a potentially considerable contribution to significant cumulative impacts on these resources. However, project-specific mitigation measures to protect biological resources required in this EIR would ensure that impacts are avoided or minimized and that buildout would have a less than considerable contribution on significant cumulative impacts on biological resources.

22.1.4 Cultural and Tribal Cultural Resources

Potential impacts on cultural resources and Tribal Cultural Resources associated with buildout of the GPU and WVSP would be site-specific and would not combine with the site-specific impacts of other projects adjacent to the City. Mitigation measures would also ensure that significant impacts are avoided or minimized and that buildout would not have a considerable contribution to cumulative impacts on cultural resources or Tribal Cultural Resources.

22.1.5 Geology and Soils

Potential impacts on geology and soils associated with buildout of the GPU and WVSP would be site-specific and would not combine with the site-specific impacts of other projects adjacent to the City. Compliance with the California Building Code and the City's goals and policies designed to protect the population from geologic hazards would also ensure that significant impacts are avoided or minimized and that buildout would not have a considerable contribution to cumulative impacts on geology and soils.

22.1.6 Global Climate Change and Greenhouse Gases

The GPU and WVSP would exceed SCAQMD's threshold of 3,000 metric tons of carbon dioxide equivalents (MTCO_{2e}) per year. In addition, GHG emissions would not meet the State's GHG efficiency targets for 2040 either. Because buildout of the Walnut GPU and WVSP is projected to result in a population that is eight percent greater than what is currently projected in the 2016 RTP/SCS, and emissions estimates indicate that GHG efficiency targets would not be met, the GPU and WVSP would not be consistent with the 2016 RTP/SCS. Because it cannot be determined at this time whether or not feasible mitigation would be available for every potential development project, impacts would be significant and unavoidable. Buildout of the GPU and WVSP would, therefore, also have a potentially considerable contribution to significant cumulative impacts of GHG emissions in the region.

22.1.7 Hazards and Hazardous Materials

Because of applicable Laws, adopted performance standards, and uniform protocols described in Chapter 12 (Hazards and Hazardous Materials), the proposed GPU and WVSP would create minimal risk from hazards and hazardous materials. For all potential exposure pathways other than transport of hazardous waste outside of the City, potential impacts would be limited to a particular development site and its immediate vicinity. Therefore, the GPU and WVSP would not result in a considerable contribution to significant cumulative impacts associated with hazards and hazardous materials.

22.1.8 Hydrology and Water Quality

Buildout of the GPU and WVSP would introduce impervious surfaces to the area and have the potential to increase pollutant loads into City waterways. This could have a significant effect offsite without implementation of mitigation measures. However, implementation of State regulations protecting water quality, the City's local water quality control standards imposed on new development and redevelopment, as well as City goals and policies that address water quality and urban runoff, would ensure that impacts are avoided or minimized. Therefore, buildout of the GPU and WVSP is not expected to have a considerable contribution to significant impacts on hydrology and water quality in the region.

22.1.9 Land Use and Planning

Implementation of the GPU and WVSP would result in a net increase of the City's population and commercial square footage. Development would be consistent with the City's development standards. The City is not acquiring additional land, increasing its sphere of influence, nor proposing major changes to its infrastructure. A key feature of the GPU and WVSP is to facilitate appropriate development efficiently and effectively in areas where roads and infrastructure already exist. Implementation of the GPU would improve the consistency amongst

the various Elements of the City's General Plan. Therefore, the GPU and WVSP would not have a considerable contribution on cumulative impacts on land use in the area.

22.1.10 Noise

Several mitigation measures are recommended to reduce the magnitude of potential construction noise impacts associated with buildout of the GPU and WVSP. Nevertheless, long-term noise and construction noise impacts related to buildout of the GPU and WVSP would remain significant and unavoidable because, at this time, it cannot be guaranteed that short-term construction and long-term traffic activity levels would not generate a substantial increase in noise levels at discrete locations and always meet applicable standards.

However, noise impacts associated with buildout of the GPU and WVSP would be localized and centered around City roadways and construction sites within the City. Therefore, buildout of the GPU and WVSP would not have a considerable contribution to significant noise impacts in the region.

22.1.11 Population and Housing

Buildout of the GPU and WVSP would result in a population growth that is approximately eight percent greater than SCAG's growth projection in the 2016 RTP/SCS. However, because the City is primarily built out, this growth would primarily be attributable to infill development, the introduction of more mixed-use development, and increased densities within the City in accordance with smart growth principles. The GPU and WVSP would help the City meet its affordable housing goals identified in the existing Housing Element as well. Finally, implementation of the GPU and WVSP would not extend roads or infrastructure through undeveloped or low-density areas and, therefore, would not induce substantial population growth beyond the City boundaries or into undeveloped areas. Therefore, the GPU and WVSP would not have a considerable contribution to significant cumulative population impacts or cumulative impacts on housing in the region.

22.1.12 Public Services and Recreation

Buildout of the GPU and WVSP would place additional incremental demands on the City's fire protection and emergency medical services, police services, schools, recreational facilities, and other public facilities (e.g., libraries). However, new construction would be subject to the City's Development Impact fees which would offset additional incremental demand for services created by new and/or more intense development. Therefore, the GPU and WVSP would not have a considerable contribution to cumulative impacts on public services and recreation in the area.

22.1.13 Transportation and Circulation

Buildout of the GPU and WVSP would not generate enough trips to result in a significant impact on monitored facilities under Los Angeles County's Congestion Management Program. However, despite implementation of mitigation measures involving roadway and intersection improvements, buildout of the GPU and WVSP would continue to significantly affect Study Area intersections and road segments and impacts would be significant and unavoidable. In addition, some mitigation measures would involve offsite improvements to intersections outside of the City of Walnut boundaries. As a result, buildout of the GPU and WVSP could have a considerable contribution to significant cumulative traffic impacts the area.

22.1.14 Utilities and Service Systems

As discussed in Chapter 20, buildout of the GPU and WVSP would increase demand on utilities and service systems including potable water, treatment of wastewater, and solid waste disposal. However, calculations indicate that there would be suitable capacity within existing systems to service the growth anticipated under the GPU and WVSP. In addition, many goals and policies proposed under the GPU and WVSP would encourage increased recycling and conservation to reduce demand on these utilities as well. Therefore, buildout of the GPU and WVSP is not expected to have a considerable contribution to cumulative impacts on utilities and service systems in the region.

22.2 GROWTH-INDUCING EFFECTS

CEQA Guidelines Section 15126.2(d) requires that the EIR discuss "...the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

Implementation of the GPU and WVSP would result in a net increase of the City's population and commercial square footage. Development would be consistent with the City's development standards. However, the City is not acquiring additional land, increasing its sphere of influence, nor proposing major changes to its infrastructure. A key feature of the GPU and WVSP is to facilitate appropriate development efficiently and effectively in areas where roads and infrastructure already exist. Therefore, no substantial, detrimental, growth-inducing effect is expected.

22.3 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires that an EIR discuss "significant environmental effects which cannot be avoided if the proposed project is implemented." The impacts listed below are identified as significant and unavoidable for one of four reasons: (1) no potentially feasible mitigation has been identified; (2) potential mitigation has been identified but may be found by the Lead Agency to be infeasible; (3) with implementation of feasible mitigation, the impact still would not, or might not, be reduced to a less-than-significant level; or (4) implementation of the mitigation measure would require approval of another jurisdictional agency, whose approval will be pursued by the Lead Agency but cannot be guaranteed as of the publication of this EIR.

The implications of each significant and unavoidable impact identified below are described in the particular EIR Chapter referenced with the impact. The GPU and WVSP are being proposed, notwithstanding these effects, to fully achieve the project objectives described in Chapter 3 of this EIR. If the City approves the GPU and WVSP (or an alternative to the Proposed Project), that would result in significant and unavoidable impacts, the City must adopt a "Statement of Overriding Considerations" per CEQA Guidelines Section 15093, describing why the economic, legal, social, technological, or other benefits, including Region-wide or Statewide environmental benefits, of the project outweigh its significant and unavoidable impacts.

The GPU and WVSP would have significant and unavoidable impacts on air quality, global climate change and greenhouse gases, noise, and transportation and circulation as summarized below:

22.3.1 Air Quality

IMPACT AIR-1 Violations of Air Quality Standards

Operation of the GPU would result in PM₁₀, and PM_{2.5} emissions that would exceed SCAQMD's regional pollutant thresholds. Operation of the WVSP would exceed SCAQMD's recommended LSTs for PM₁₀, and PM_{2.5} due to mobile emissions. Since it cannot be determined at this time whether or not feasible mitigation would be available for every potential development project under the GPU or WVSP, operational impacts associated with buildout of the GPU and the WVSP would be significant and unavoidable.

IMPACT AIR-3 Sensitive Receptors and Substantial Pollutant Concentrations

Because emissions of operations-related PM₁₀, and PM_{2.5} would be above regional thresholds of significance under the GPU and above SCAQMD LSTs under the WVSP, projects under both the GPU and WVSP have the potential to generate significant emissions of diesel particulate matter (DPM), a Toxic Air Contaminant (TAC). Since it cannot be determined at this time whether or not feasible mitigation would be available for every potential development project under the GPU or WVSP, operational impacts associated with buildout of the GPU and the WVSP would be significant and unavoidable.

IMPACT AIR-5 Consistency with the SCAQMD AQMP

Buildout of the Walnut GPU is projected to result in a population that is eight percent greater than what is currently projected in the 2016 RTP/SCS, and emissions estimates indicate that PM₁₀, and PM_{2.5} would exceed significance thresholds under the GPU and WVSP. Therefore, the GPU and WVSP would not be consistent with the 2016 RTP/SCS. Because the emission forecasts and demonstrations presented in the SCAQMD's 2016 AQMP rely heavily on information contained in other planning and strategy documents such as the SCAG's 2016 RTP/SCS, the GPU and WVSP would not be consistent with the AQMP either. Impacts would be significant and unavoidable.

22.3.2 Global Climate Change and Greenhouse Gases

IMPACT GHG-1 Generation of Significant Greenhouse Gas Emissions

The GPU and WVSP would exceed SCAQMD's threshold of 3,000 metric tons of carbon dioxide equivalents (MTCO_{2e}) per year. In addition, GHG emissions would not meet the State's GHG efficiency targets for 2040 either. Because it cannot be determined at this time whether or not feasible mitigation would be available for every potential development project, impacts would be significant and unavoidable.

IMPACT GHG-2 Plan Consistency

Buildout of the Walnut GPU and WVSP is projected to result in a population that is eight percent greater than what is currently projected in the 2016 RTP/SCS, and emissions estimates indicate that GHG efficiency targets would not be met. Therefore, the GPU and WVSP would not be consistent with the 2016 RTP/SCS and impacts would be significant and unavoidable.

22.3.3 Noise

IMPACT N-1 Long-Term Noise Impacts and IMPACT NOISE-2 Short-Term Noise Impacts

Several mitigation measures are recommended to reduce the magnitude of potential construction noise impacts associated with buildout of the GPU and WVSP. Nevertheless, long-term noise and construction noise impacts related to buildout of the GPU and WVSP would remain significant and unavoidable because at this time it cannot be guaranteed that short-term construction and long-term traffic activity levels would not generate a substantial increase in noise levels at discrete locations and always meet applicable standards.

22.3.4 Transportation and Circulation

IMPACT T-1 GPU Impacts on Study Area Intersections and IMPACT TRAF-2 GPU Impacts on Road Segments

Despite implementation of mitigation measures involving roadway and intersection improvements, buildout of the GPU would continue to significantly affect Study Area intersections and road segments. Impacts would be significant and unavoidable.

IMPACT T-3 WVSP Impacts on Study Area Intersections

Despite implementation of mitigation measures involving roadway and intersection improvements, buildout of the WVSP would continue to significantly affect Study Area intersections. In addition, some mitigation measures would involve offsite improvements to intersections outside of the City of Walnut boundaries. Therefore, impacts would be significant and unavoidable.

22.4 IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(c) requires that the EIR discuss "significant irreversible environmental changes which would be caused by the proposed project should it be implemented." Since the City of Walnut is already mostly developed and the Proposed Project would not significantly change the circulation pattern or make other major changes to backbone infrastructure facilities, there would not be any irreversible physical changes caused by the GPU and WVSP.

Implementation of the GPU and WVSP would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels, including fuel oil, natural gas, and gasoline or diesel fuel for construction equipment and vehicles, as well as the use of these same resources during long-term operation of individual projects facilitated by the GPU and WVSP. However, because new development would be required by Law to comply with the California Building Code and the City's energy conservation goals and policies, implementation of the Proposed Project would not be expected to use energy in a wasteful, inefficient, or unnecessary manner.

The consumption or destruction of other non-renewable or slowly renewable resources would also result during construction, occupancy, and use of individual development sites under the GPU and WVSP. These resources would include, but would not be limited to, lumber, concrete, sand, gravel, asphalt, masonry, metals, and water. Implementation of the Proposed Project would also irreversibly use water and solid waste landfill resources. However, development under the GPU and WVSP would not involve a large commitment of those resources relative to

supply, nor would it consume any of those resources wastefully, inefficiently, or unnecessarily, especially considering ongoing City conservation and recycling programs.

Acronyms

List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
AQMP	Air Quality Management Plan
CEQA	California Environmental Quality Act
DPM	Diesel Particulate Matter
EIR	Environmental Impact Report
GHG	greenhouse gas
GPU	General Plan Update
LST	Localized Significance Threshold
Mt. SAC	Mount San Antonio College
MTCO _{2e}	metric tons of carbon dioxide equivalents
PM _{2.5}	fine particulate matter
PM ₁₀	coarse particulate matter
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SEA	Significant Ecological Area
TAC	Toxic Air Contaminant
WVSP	West Valley Specific Plan

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 2016 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. April.

South Coast Air Quality Management District (SCAQMD)
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