DRAFT

ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2019110456

9th and Vineyard Development Project

Conditional Use Permit: DRC 2022-00009
Zoning Map Amendment: DRC2019-00852
Design Review: DRC2019-00742
Tentative Parcel Map: SUBTPM20173
Tree Removal Permit: DRC2019-00853
Certificate of Appropriateness: DRC2019-00854
Development Agreement: XXX-XXXX

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The environmental impact report (EIR) process, as defined by the California Environmental Quality Act (CEQA), requires the preparation of an objective, full-disclosure document in order to (1) inform agency decision-makers and the general public of the direct and indirect potentially significant environmental effects of a proposed action; (2) identify feasible or potentially feasible mitigation measures to reduce or eliminate potentially significant adverse impacts; and (3) identify and evaluate reasonable alternatives to a project. In accordance with Section 15168 of the State CEQA Guidelines (Title 14 of the California Code of Regulations [CCR]), this Draft EIR (State Clearinghouse No. 2019110456) has been prepared for the 9th and Vineyard Development Project (the Project) and has been prepared by the City of Rancho Cucamonga (City).

CEQA requires that projects subject to approval by a public agency of the State of California, and that are not otherwise exempt or excluded, undergo an environmental review process to identify and evaluate potential impacts. The Section 15050 of the CEQA Guidelines states that environmental review shall be conducted by the Lead Agency, defined in CEQA Guidelines Section 15367 as the public agency with principal responsibility for approving a project. The Project is subject to approval actions by the City, which is, therefore Lead Agency for CEQA purposes. In accordance with CEQA Guidelines Section 15123, this section of the Draft EIR provides a brief description of the Project; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; and describes areas of controversy and issues to be resolved.

This Draft EIR serves as a "Project EIR" as defined in Section 15161 of the CEQA Guidelines related to the construction and operation of the Project site. The Draft EIR considers the environmental impacts of the proposed Project, as well as the additive effects of growth throughout the City, neighboring areas of the City of Ontario and the region. These latter impacts are referred to as cumulative impacts. The Draft EIR also evaluates a range of potential feasible alternatives anticipated to reduce significant impacts of the Project, including a single building for the Project site, a reduced footprint alternative, and a bottling plant alternative. This Draft EIR has been prepared for the City, pursuant to the requirements of State CEQA Guidelines.

Pursuant to CEQA Guidelines Section 15082, the City circulated a Notice of Preparation (NOP) advising public agencies, special districts, and members of the public who had requested such notice that an EIR for the proposed Project was being prepared. The NOP was distributed on November 18, 2019 to solicit comments related to the proposed construction of the warehouses. The NOP was circulated with a 30-day public review period ending on December 18, 2019. This process and the comments submitted in response to the NOP are discussed in *Section 2.0, Introduction*, and *Section 1.5, Areas of Known Controversy*, below.

After receiving public comments on the NOP, the Project was analyzed for its potential to result in environmental impacts. Impacts were evaluated in accordance with the significance criteria developed by the City that are based on criteria presented in Appendix G, "Environmental Checklist Form," of the CEQA Guidelines. The criteria in the Environmental Checklist (checklist), was used to determine if the Project would result in, "no impact," "less than significant impact," "less than significant impact with mitigation measures," or potentially significant impact" to a particular environmental resource. In some instances, a project may use the checklist to provide an initial discussion of a project and to screen out

certain topics from a full discussion in the Draft EIR. This Draft EIR discusses all environmental resources in Appendix G. A table listing the Project impacts and any associated mitigation measures is included at the end of this summary in *Table 1-2, Summary of Significant Impacts and Proposed Mitigation Measures.*

This Draft EIR describes the existing environmental resources on the Project site and in the vicinity of the site, analyzes potential impacts on those resources that would or could occur upon initiation of the Project, and identifies mitigation measures that could avoid or reduce the magnitude of those impacts determined to be significant. The environmental impacts evaluated in this Draft EIR concern several subject areas, including air quality, biological resources, cultural resources, energy/energy conservation, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation, tribal cultural resources and utilities and service systems. As noted in the preceding paragraph, public comment was received during the NOP process and included written letters provided to the City. In addition to the list of the summary of comments below, a copy of the letters with the NOP is provided in *Appendix A* to this Draft EIR. The comments were used, as intended, to help inform the discussion of this Draft EIR and help determine the scope and framework of certain topical discussions.

The Draft EIR will be subject to further review and comment by the public, as well as responsible agencies and other interested jurisdictions, agencies, and organizations for a period of 45 days.

Following the public review period, written responses to all comments received on the Draft EIR will be prepared. Those written responses, and any other necessary changes to the Draft EIR, will constitute the Final EIR and will be submitted to the Planning Commission and City Council for their consideration. If the City finds that the Final EIR is "adequate and complete" in accordance with the CEQA Guidelines, the City may certify the EIR. The City Council would also consider the adoption of Findings of Fact pertaining to the EIR, specific mitigation measures, and a Mitigation Monitoring and Reporting Plan (MMRP). Upon review and consideration of the Final EIR, the hearing body would take action concerning the Project.

Regarding the MMRP, CEQA Guidelines Section 15097 requires public agencies to set up monitoring and reporting programs to ensure compliance with mitigation measures, which are adopted or made as a condition of project approval and designed to mitigate or avoid the significant environmental effects identified in environmental impact reports. A MMRP incorporating the mitigation measures set forth in this EIR will be considered and acted upon by the City decision-makers concurrent with adoption of the findings of this EIR and prior to approval of the Project.

1.2 PROJECT SUMMARY

PROJECT LOCATION

The Project is located in the County of San Bernardino (County) Valley Region. Specifically, the Project is located south of 9th Street, directly west of Vineyard Avenue, directly north of the Burlington Northern Santa Fe (BNSF) railway, and directly east of Baker Avenue. The location of the Project in both regional and local contexts are further identified in *Section 3.0, Project Description* in *Exhibit 3-1, Regional Site Map* and *Exhibit 3-2, Local Vicinity Map.*

PROJECT DESCRIPTION

The Project proposes the development of three warehouse buildings on predominately vacant land that has a General Plan designation of Neo-Industrial Employment District and a zoning designation of Neo-Industrial (NI) and Industrial Park (IP). As shown below in *Table 1-1, Three Building Site Summary*, the three warehouse buildings include a total of 13,000 sf of office uses and 1,019,090 sf of warehouse uses for a total of 1,032,090 sf. The Project would require 368 automobile parking spaces and would provide 378 automobile parking spaces. The Project would require 141 trailer parking stalls and would provide 185 trailer parking spaces.

Table 1-1: Three Building Site Summary

Building	Warehouse (sf)	Office 1st Floor (sf)	Office 2nd Floor (sf)	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls	
					Required	Provided	Required	Provided
BLDG 1	632,580	4,000	0	636,580	195	195	100	138
BLDG 2	126,531	2,000	2,000	130,531	68	71	13	13
BLDG 3	259,979	2,500	2,500	264,979	105	112	28	34

Currently, there are existing improved access points to the 9th and Vineyard Project site but those would be abandoned or modified for the new Project. The Project proposes to create vehicular access to the Project site with the development of six Project driveways, one on 9th Street, two on Vineyard Avenue, and three on Baker Avenue. All entrances to the Project site would be unsignalized. In addition, there are several industrial and office buildings, a cellular tower facility, and a vacant potential historic residential structure that exist on-site. All existing buildings on-site are vacant. The potentially historic residential structure would be retained, rehabilitated, and reused for a future support structure or designated as a City facility to benefit the adjacent residential communities. Additionally, the cellular tower and its related support facilities would be retained on site. A demolition permit to demolish all on-site improvements except the (1) cellular tower and its related support facilities and the (2) potential historic residential structure would be required.

Refer to *Section 3.0, Project Description* for a full project description.

PROJECT PHASING/CONSTRUCTION

Construction activities are anticipated to commence in mid-2022 until buildout in 2023. New construction would include: (1) grading, (2) building construction, (3) paving, (4) architectural coating, (5) landscaping and the applicable off-site improvements conditional by the City. Refer to *Section 3.0, Project Description* for more information.

PROJECT OBJECTIVES

Section 15124 (b) of the State CEQA Guidelines requires the identifications of the objectives sought by a Project in an EIR project description. This statement of objective should address the purpose of a project and discuss the benefits of the Project. The following objectives have been identified for the Project:

Objective 1 Develop the site consistent with the applicable goals and policies of the City of Rancho Cucamonga General Plan.

Objective 2 Implement the City's desire to create revenue-generating uses that stimulate employment and respond to current market opportunities.

Objective 3 Provide new uses that are in support of the goals and policies of the City's General Plan and Zoning update adopted in 2021.

Objective 4 Provide infrastructure improvements (e.g., sidewalks, streetscapes) and vegetative improvements in the southwest Rancho Cucamonga that adequately prevent or substantially reduce pollutant dispersal among sensitive receptors.

Objective 5 Reduce existing blight and the opportunity for criminal activity and provide for adequate infill development on vacant and underutilized sites with uses and design features that contribute community, economic, and sustainable benefits.

Objective 6 Maintain consideration of the existing, historic, and envisioned future character and scale of the surrounding community with proper building siting, design, and uses.

Objective 7 Revitalize a section of the City with new uses that continue to expand the City's production capacity.

Objective 8 Facilitate goods movement for the benefit of local and regional economic growth.

Objective 9 Provide new development that will generate a positive fiscal balance increasing the City tax base and a potential for added point of sale tax base for the City moving forward.

Objective 10 Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.

Objective 11 Maintain the historical resources of the City by renovating a historically significant building on-site for use by the City as a community center.

Objective 12 Develop industrial uses that are conducive to the nearby residential uses by rezoning the bordering industrial parcels to a lighter industrial zone.

1.3 DISCRETIONARY ACTIONS AND APPROVALS

The City of Rancho Cucamonga is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the EIR for the Project. Prior to development of the Project, discretionary permits and approvals must be obtained from local, State and federal agencies, as listed below. It is expected that these agencies, at a minimum, would consider the data and analyses contained in this EIR when making their permit determinations. To implement the Project, the Project Applicant would need to obtain discretionary permits/approvals including but not limited to the following:

City of Rancho Cucamonga

- Certification by the City of Rancho Cucamonga that the Final EIR has been completed in compliance with CEQA and has been reviewed and considered by the decision-makers.
- Adoption by the City of Rancho Cucamonga of findings regarding significant impacts and appropriate mitigation.

- Adoption by the City of Rancho Cucamonga of a mitigation monitoring and reporting program (MMRP).
- Approval by the City of Rancho Cucamonga of the Zoning Map Amendment.
- Approval by the City of Rancho Cucamonga of a Development Agreement.
- Approval by the City of Rancho Cucamonga of a Design Review Package.
- Approval by the City of Rancho Cucamonga of a Conditional Use Permit.
- Approval by the City of Rancho Cucamonga of a Tentative Parcel Map.
- Approval by the City of Rancho Cucamonga of a Tree Removal Permit.
- Approval by the City of Rancho Cucamonga of a Certificate of Appropriateness.

Future required approvals and possible permitting requirements from other public agencies may be required. Upon completion of the environmental review process and prior to construction, the Project would be reviewed through standard City plan check procedures to verify that the Project conforms to all applicable City design criteria.

State of California

California Air Resources Board – San Bernardino County Air Quality Management District – Fugitive Dust Control Plan, Authority to Construct, Permit to Operate, any other permits as necessary.

Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB):

- General Construction Stormwater Permit [Preparation of a Storm Water Pollution Prevention Plan (SWPPP)].

California Department of Fish and Wildlife (CDFW)

- Approval of a streambed authorization agreements pursuant to Section 1602 of the California Fish and Game Code.

Other Agencies

San Bernardino County Flood Control District

- Approval of modifications to existing drainage facilities.

United States Army Corps of Engineers (USACE)

- Approval of permits under Section 404 of the Clean Water Act to alter Waters of the United States.
- Approval of permits under Section 408 through the Civil Works program for the alteration of a Civil Works project.

1.4 ALTERNATIVES TO THE PROPOSED PROJECT

State CEQA Guidelines Section 15126.6(a) requires a Draft EIR to "describe the 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 will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." No significant and unavoidable impacts were

identified for the Project; all potentially significant impacts would be mitigated to a less than significant level. However, in response to the potentially significant impacts that were identified, the EIR includes the following alternatives for consideration by decision-makers upon action related to the Project:

ALTERNATIVE 1: NO PROJECT ALTERNATIVE

The purpose of describing and analyzing a No Project Alternative is to allow decision-makers the ability to compare the impacts of approving the Project with impacts of not approving the Project. The No Project analysis is required to discuss the existing conditions (at the time the Notice of Preparation was published on November 18, 2019), as well as what would be reasonably expected to occur in the foreseeable future, if the Project were not approved, based on current plans and consistent with available infrastructure and services.

Under the No Project Alternative, the following would occur:

- The Applicant would not improve the site with the proposed development of three (3) new industrial buildings and the site would remain as it currently is developed.
- The existing industrial, commercial, and legal nonconforming single-family residential buildings would continue to occupy the site.
- New commercial and industrial uses would occupy the vacant structures as the uses would be permitted and conditionally permitted in the industrial zoning designation.
- The proposed street improvements along the Project frontage and nearby off-site intersections would not be installed.
- The master storm drain improvements would not be completed.
- The historically significant house located at Baker Avenue would not be restored and donated to be used as a community facility.

ALTERNATIVE 2: SINGLE BUILDING ALTERNATIVE

Under the Project Alternative 2, the Project would meet the Municipal Code standards and would consist of the following:

- The development of one warehousing building within the Project site instead of three. The single building would maximize the amount of open space around the building, parking and setback and would meet the maximum design specification allowed under each land use designation by the City and the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP). For purposes of this Alternative analysis the square footage for the single building was kept consistent with the Project (1,032,090 square feet).
- The single building would allow for a greater amount of production within the single footprint with a single occupant as well as potential employment opportunity.
- There could be additional impacts associated with this Alternative due to the increase in production, due to the increase in height, and inefficiencies with a single building including additional visual impacts and Air/GHG impacts.

ALTERNATIVE 3: REDUCED FOOTPRINT ALTERNATIVE

Under the Project Alternative 3, the Project would consist of the following:

- The Project would reduce the size of the three proposed buildings by 20 percent. Parking would also be reduced by 20 percent. The Zoning Map amendment would still be proposed for the Project.
- Parking, landscaping and overall development footprint will be reduced from the Project.
- The Reduced Footprint Alternative would be similar to the Project in that a Zone change would still be required. However, this Alternative would construct smaller warehouses within the respective zoning designations.
- This decrease in intensity would be a reduction in potential impacts to the adjacent residential uses and surrounding area.

ALTERNATIVE 4: BOTTLING PLANT ALTERNATIVE

Under Project Alternative 4, the Project would consist of the following:

- This Alternative focuses on redesigning the Project to include three industrial buildings totaling approximately 810,000 square feet to be utilized for the bottling and distribution of beverages.
- Building 1 would total 600,000 square feet, Building 2 total 20,000 square feet, and Building 3 total 190,000 square feet.
- Impacts related to Alternative 4 are anticipated to be equivalent to the Project.
- This Alternative would require a Zone Change, Conditional Use Permit, and Minor Use Permit.
- Meets Project objectives.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

State CEQA Guidelines requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. The No Project Alternative is the environmentally superior Alternative because it would avoid many of the Project's impacts. If the "No Project" Alternative is the Environmentally Superior Alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the Project's basic objectives be chosen as the Environmentally Superior Alternative. With regards to the remaining development alternatives, the Reduced Footprint (Alternative #3) was evaluated as the Environmentally Superior Alternative as it best meets Project objectives with the least impact to the environment. Refer to *Section 5.0, Alternatives to the Proposed Project* for more information.

1.5 AREAS OF KNOWN CONTROVERSY

The State CEQA Guidelines Section 15123 (b)(2) and (3) require that a Draft EIR identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public and issues to be resolved, including the choice among alternatives and whether, or how to, mitigate the significant effects. The following issues of concern have been identified during the review period of the distribution of the NOP and public meetings:

- Noise impacts from construction activities and buildout are discussed in *Section 4.13, Noise*.
- Truck traffic on the north end of the property around the residential uses are discussed in *Section 4.16, Transportation and Traffic*.
- Light and glare from operation are discussed in *Section 4.1, Aesthetics*.
- Compatibility with zoning and 24-hour operations are discussed in *Section 4.11, Land Use and Planning*.
- Traffic on the local roadways, movement at the railroad right of way, and impacts to nearby schools with the new facilities are discussed in *Section 4.16, Transportation and Traffic*.
- Biological resource impacts are discussed in *Section 4.4, Biological Resources.*
- Potential Project impacts on sensitive receptors are discussed in *Section 4.3, Air Quality*.

1.6 ISSUES TO BE RESOLVED

The State CEQA Guidelines require that an EIR present issues to be resolved by the Lead Agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. The major issues to be resolved by the City regarding the Project are whether:

- Recommended mitigation measures should be adopted or modified;
- Different mitigation measures need to be applied to the Project; and
- The Project or an alternative should or should not be approved.

1.7 MITIGATION MONITORING AND REPORTING

CEQA requires public agencies to adopt monitoring and reporting programs to ensure compliance with mitigation measures adopted or made conditions of Project approval in order to mitigate or avoid the significant environmental effects identified in EIRs. An MMRP incorporating the mitigation measures set forth in this EIR will be prepared and approved by the Lead Agency and other responsible agencies presented for consideration concurrently with adoption of this EIR and prior to approval of the Project.

1.8 UNAVOIDABLE SIGNIFICANT IMPACTS

The Project's potentially significant impacts are defined in *Sections 4.1* through *4.19* of this Draft EIR. As noted in these sections, all of the potentially significant impacts identified can be mitigated to a less than significant level through implementation of feasible mitigation measures. As such, no significant and unavoidable impacts would occur with implementation of the Project and a Statement of Overriding Considerations by the decision-maker would not be necessary.

1.9 SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 1-2: Summary of Significant Impacts and Proposed Mitigation Measures is a summary of significant impacts and proposed mitigation measures associated with the Project as identified in this EIR. Refer to *Sections 4.1* through *4.19*, for a detailed description of the environmental impacts and mitigation measures for the Project. All impacts of the Project can be mitigated to less than significant levels.

Table 1-2: Summary of Significant Impacts and Proposed Mitigation Measures

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.1, Aesthetics		
Impact 4.1-1: Would the Project have a substantial adverse effect on a scenic vista?	Less than Significant Impact	No mitigation measures are required.
Impact 4.1-2: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant Impact	No mitigation measures are required.
Impact 4.1-3: In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant Impact	No mitigation measures are required.
Impact 4.1-4: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant Impact	No mitigation measures are required.
Section 4.2, Agricultural and Forestry Resources		
Impact 4.2-1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact	No mitigation measures are required.
Impact 4.2-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No mitigation measures are required.
Impact 4.2-3: Would the project 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))?	No Impact	No mitigation measures are required.
Impact 4.2-4: Would the project result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No mitigation measures are required.
Impact 4.2-5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact	No mitigation measures are required.
Section 4.3, Air Quality		
Impact 4.3-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.3-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable state or federal ambient air quality standard?	Less than Significant Impact	No mitigation measures are required.
Impact 4.3-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?	Less than Significant Impact	No mitigation measures are required.
Impact 4.3-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant Impact	No mitigation measures are required.
Section 4.4, Biological Resources		
Impact 4.4-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than Significant Impact with Mitigation Incorporated	**BIO-1** A qualified biologist(s) will conduct a pre-construction presence/absence survey for burrowing owl at least 14 days prior to ground-disturbing activities and within 24 hours immediately before ground-disturbing activities. If burrowing owl are documented on-site, a plan for avoidance or passive relocation shall be made in coordination with CDFW prior to any ground disturbing activities. If the survey is negative, the Project may proceed without further restrictions related to burrowing owls. Construction activities may proceed with the establishment and protection of a minimum 300' buffer area around occupied burrow(s). The size of the buffer may be reduced, if appropriate, in consultation and approval from CDFW. **BIO-2** Vegetation clearing, and ground-disturbing activities should be conducted outside of the nesting season (January 15 to August 31). If construction activities occur during the resting season, a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including tree and shrub removal, disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Raptor species will have an avoidance buffer of 500 feet and other bird species will have an avoidance buffer of 300 feet. These buffers may be reduced in consultation with the CDFW. If active nests are not identified, vegetation clearing, and ground disturbing activities may commence. If ground-disturbing activities are scheduled outside of nesting season a nesting bird survey will not be required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.4-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Less than Significant Impact	No mitigation measures are required.
Impact 4.4-3: Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than Significant Impact with Mitigation Incorporated	**BIO-3** Prior to any ground disturbing activity near the jurisdictional feature, applicable permits shall be obtained through the Corps, RWQCB, and CDFW for impacts to jurisdictional features. The Applicant shall be obligated to implement/comply with the mitigation measures required by the resource agencies regarding impacts on their respective jurisdictions. Temporary fill from the concrete channel will be removed after construction and will not require post-project restoration.
Impact 4.4-4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than Significant Impact	No mitigation measures are required.
Impact 4.4-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than Significant Impact	No mitigation measures are required
Impact 4.4-6: Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	Less than Significant Impact	No mitigation measures are required.
Section 4.5, Cultural Resources		
Impact 4.5-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Less than Significant Impact	No mitigation measures are required.
Impact 4.5-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less than Significant Impact with Mitigation Incorporated	**CUL-1** In the unlikely event that cultural resources are exposed during construction activities, ground disturbing activities shall be suspended within 60-feet of the potential resource(s). A qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted and shall be submitted to the Development Services Director or his/her designee. If the resource(s) are determined to be Native American in origin, the project archaeologist shall notify the

Resource Impact	Level of Significance	Mitigation Measure(s)
		appropriate Native American Tribe(s) from a list provided by the City. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. **CUL-2** If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.
Impact 4.5-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant Impact with Mitigation Incorporated	**CUL-3** State Requirements for Human Remains. If human remains are unearthed during grading and construction work within the immediate vicinity (within 100-foot buffer of the find), shall cease and the contractor or designee shall comply with California Health and Safety Code, Section 7050.5 "Disturbance of Human Remains." Under Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.
Section 4.6, Energy		
Impact 4.6-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	Less than Significant Impact	No mitigation measures are required.
Impact 4.6-2: Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	Less than Significant Impact	No mitigation measures are required.
Section 4.7, Geology and Soils		
Impact 4.7-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Less than Significant Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.7-2: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking?	Less than Significant Impact with Mitigation Incorporated	**GEO-1** Prior to the issuance of grading permits or building permits, the City shall review all Project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the Geotechnical Investigation and other applicable Code requirements. Specific design considerations as outlined in the Geotechnical Investigation included in Appendix F should be implemented to minimize the risk for geological hazards included in the Project construction plans.
Impact 4.7-3: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iii) Seismic-related ground failure, including liquefaction?	Less than Significant Impact	No mitigation measures are required.
Impact 4.7-4: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?	Less than Significant Impact	No mitigation measures are required.
Impact 4.7-5: Would the Project result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact with Mitigation Incorporated	Implement Mitigation Measure **GEO-1.**
Impact 4.7-6: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than Significant Impact with Mitigation Incorporated	Implement Mitigation Measure **GEO-1.**
Impact 4.7-7: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than Significant Impact	No mitigation measures are required.
Impact 4.7-8: Would the Project 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?	No Impact	No mitigation measures are required.
Impact 4.7-9: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant Impact with Mitigation Incorporated	**GEO-2** In the unlikely event that paleontological resources are exposed during construction activities, ground disturbing activities shall be suspended within 100-feet of the potential resource(s). A qualified paleontologist shall evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the paleontologist shall simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of a treatment plan, testing, or data recovery, could be warranted and shall be submitted to the Development Services Director or his/her

Resource Impact	Level of Significance	Mitigation Measure(s)
		designee. The final determination of any resource if discovered on the Project site, shall be subject to the recommendation of a qualified paleontologist.
Section 4.8, Greenhouse Gas Emissions		
Impact 4.8-1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact	No mitigation measures are required.
Impact 4.8-2: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant Impact	No mitigation measures are required.
Section 4.9, Hazards and Hazardous Materials		
Impact 4.9-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant Impact with Mitigation Incorporated	**HAZ-1** If a proposed use at the Project has a threshold quantity of a regulated substance greater than as specified by the applicable health and safety code, the user shall prepare and implement a Hazardous Materials Risk Management Plan for facilities that store, handle, or use regulated substances as defined in the California Health and Safety Code 25532 (j) in excess of threshold quantities. This plan shall be reviewed and approved by the San Bernardino County Department of Environmental Health through the Certified Unified Program Agencies (CUPA) process prior to implementation as required by the California Accidental Release Prevention (CalARP) Program.
Impact 4.9-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than Significant Impact with Mitigation Incorporated	**HAZ-2** Prior to issuance of a demolition permit of the on-site structures, all asbestos and LBP containing building materials shall be removed or stabilized in accordance with applicable Federal and State regulations.
Impact 4.9-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than Significant Impact with Mitigation Incorporated	Implement Mitigation Measures **HAZ-1** and **HAZ-2.**
Impact 4.9-4: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than Significant Impact with Mitigation Incorporated	**HAZ-3** Prior to issuance of a grading permit, soil in the immediate vicinity (as defined in the Phase II Investigation prepared for the Project site) of Boring B-8 would be segregated during the Project construction, sampled for profiling purposes and transported off-site to an appropriate disposal facility in accordance with applicable Federal and State regulations.

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.9-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Less than Significant Impact with Mitigation Incorporated	**HAZ-4** Prior to issuance of a building permit or 45 days to commencement of construction, the applicant shall comply with all applicable FAA noticing requirements in accordance with LA/Ontario International Airport Land Use Compatibility Plan, Appendix B – Federal Aviation Regulations Part 77.
Impact 4.9-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	No mitigation measures are required.
Impact 4.9-7: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less than Significant Impact	No mitigation measures are required.
Section 4.10, Hydrology and Water Quality		
Impact 4.10-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than Significant Impact with Mitigation Incorporated	**HYD-1** Prior to the commencement of grading operations, the Project Applicant shall obtain an NPDES permit from the Regional Water Quality Control Board. NPDES permits require the submission of Notice of Intent and approval by the Regional Water Quality Control Board. **HYD-2** Prior to issuance of grading permits, the permit applicant shall submit to the Building Official for approval, a SWPPP specifically identifying BMPs that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practical. The SWPPP shall include but not be limited to the following elements: a. Compliance with the requirements of the County of San Bernardino's most current Stormwater Permit. b. Temporary erosion control measures shall be implemented on all disturbed areas. c. Sediment shall be retained on-site by a system of sediment basins, traps, or other BMPs. **HYD-3** Prior to issuance of building permits, the Project Applicant shall submit to the City Building Official for approval of a final WQMP, including a project description and identifying BMPs that would be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable during the life of the Project. The final WQMP shall identify the structural, non-structural and Low Impact Development BMPs consistent with the City of Rancho Cucamonga requirements.

Resource Impact	Level of Significance	Mitigation Measure(s)
		HYD-4 An Erosion Control Plan shall be prepared, and included with the Project's Grading Plan, and implemented for the Project that identifies specific measures to control on-site and off-site erosion from the time ground-disturbing activities are initiated through completion of grading.
Impact 4.10-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant Impact	No mitigation measures are required.
Impact 4.10-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or off-site?	Less than Significant Impact with Mitigation Incorporated	Implement Mitigation Measures **HYD-1** through **HYD-4** and **BIO-3.**
Impact 4.10-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less than Significant Impact	No mitigation measures are required.
Impact 4.10-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: iii) 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?	Less than Significant Impact	No mitigation measures are required.
Impact 4.10-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: iv) impede or redirect flood flows?	Less than Significant Impact	No mitigation measures are required.
Impact 4.10-4: Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than Significant Impact	No mitigation measures are required.
Impact 4.10-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant Impact with Mitigation Incorporated	Implement Mitigation Measures **HYD-1** and **HYD-2.**

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.11, Land Use and Planning		
Impact 4.11-1: Would the Project physically divide an established community?	Less than Significant Impact	No mitigation measures are required.
Impact 4.11-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant Impact.	No mitigation measures are required.
Section 4.12, Mineral Resources		
Impact 4.12-1: Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Less than Significant Impact	No mitigation measures are required.
Impact 4.12-2: Would the project 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?	No Impact	No mitigation measures are required.
Section 4.13, Noise		
Impact 4.13-1: Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant Impact with Mitigation Incorporated	**NOI-1** Prior to Grading Permit issuance, the applicant shall demonstrate, to the satisfaction of the City of Rancho Cucamonga Director of Public Works or City Engineer that the Project complies with the following: ▪ Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices. ▪ A sign, legible at 50 feet shall be posted at the Project construction site. The sign(s) shall be reviewed and approved by the Building Official and City Planning Department, prior to posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints. ▪ Prior to issuance of any Grading or Building Permit, the Contractor shall provide evidence that a construction staff member will be designated as a Noise Disturbance Coordinator and will be present on-site during construction activities. The Noise Disturbance Coordinator is responsible for responding to local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint, determine the cause (e.g., starting too early, bad muffler, etc.), and implement reasonable measures to resolve the complaint as deemed acceptable by the Public Works Department.

Resource Impact	Level of Significance	Mitigation Measure(s)
		▪ Prior to issuance of any Grading or Building Permit, the Project Applicant shall demonstrate to the satisfaction of the City Engineer that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools. ▪ Construction haul routes shall be designed to avoid noise-sensitive uses (e.g., residences, convalescent homes, etc.) to the extent feasible. ▪ During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. **NOI-2** Construction or grading noise levels shall not exceed the standards specified in City of Rancho Cucamonga Municipal Code Section 17.66.050, as measured at the adjacent property line. During construction, the applicant shall perform weekly noise level monitoring at the following locations adjacent to existing residential properties: (1) Baker Avenue frontage, (2) the north property line between Baker Avenue and the existing Lanyard Court industrial building development, and (3) the north property line along 9th Street opposite the existing Woodside Townhomes residential development. The findings of the noise monitoring shall be reported to the Building Official and City Planning Department on a monthly basis; however, the Building Official and City Planning Department must be notified immediately if noise levels at the aforementioned locations exceed 65 dBA per the City of Rancho Cucamonga Municipal Code Section 17.66.050. If noise levels at the aforementioned locations exceed 65 dBA at the adjacent property line, construction activities shall be halted, reduced in intensity to a level of compliance, or temporary construction noise barriers shall be used to the satisfaction of the City of Rancho Cucamonga. If temporary construction noise barriers are required, they shall comply with the following criteria or as otherwise approved by the Building Official and City Planning Department: ▪ Temporary construction noise barriers shall be installed, maintained, and removed by the construction contractor along

Resource Impact	Level of Significance	Mitigation Measure(s)
		the property line such that they block the line of sight between the construction equipment and the adjacent uses. ▪ The temporary noise barriers shall be a minimum height of 12 feet height. ▪ The barriers shall be solid from the ground to the top of the barrier. ▪ The barriers shall have a weight of at least 2.5 pounds per square foot, which is equivalent to ¾ inch thick plywood.
Impact 4.13-2: Would the Project generate excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact	No mitigation measures are required.
Impact 4.13-3: For a project located within the vicinity of a private airstrip or 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 the project expose people residing or working in the project area to excessive noise levels?	Less than Significant Impact	No mitigation measures are required.
Section 4.14, Population and Housing		
Impact 4.14-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than Significant Impact	No mitigation measures are required.
Impact 4.14-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact	No mitigation measures are required.
Section 4.15, Public Services and Recreation		
Impact 4.15-1: Would the Project 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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: i) Fire protection?	Less than Significant Impact	No mitigation measures are required.
Impact 4.15-2: Would the Project 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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: ii) Police protection?	Less than Significant Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.15-3: Would the Project 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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: iii) Schools?	Less than Significant Impact	No mitigation measures are required.
Impact 4.15-4: Would the Project 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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: iv) Parks? Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than Significant Impact	No mitigation measures are required.
Impact 4.15-5: Would the Project 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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: v) Other Public Services?	Less than Significant Impact	No mitigation measures are required.
Section 4.16, Transportation and Traffic		
Impact 4.16-1: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant Impact	No mitigation measures are required.
Impact 4.16-2: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less than Significant Impact	
Impact 4.16-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.16-4: Would the Project, Result in inadequate emergency access?	Less than Significant Impact	No mitigation measures are required.
Section 4.17, Tribal Cultural Resources		
Impact 4.17-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC §5020.1(k) or ii) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC §5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe?	Less than Significant Impact with Mitigation Incorporated	**TCR-1** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site. **TCR-2** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project. **TCR-3** **Retain a Native American Monitor/Consultant:** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve initial ground disturbing activities at least 1' below existing grade. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area at least 1' below existing grade. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site's initial grading and excavation activities at least 1' below existing grade are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

Resource Impact	Level of Significance	Mitigation Measure(s)
		TCR-4 **Public Resources Code Sections 21083.2(b)** for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes. **TCR-5** **Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed. **TCR-6** **Resource Assessment & Continuation of Work Protocol:** Upon discovery, the tribal and/or archaeological monitor/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD). **TCR-7** **Kizh-Gabrieleno Procedures for burials and funerary remains:** If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the

Resource Impact	Level of Significance	Mitigation Measure(s)	
			Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.
		TCR-8	**Treatment Measures:** Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on-site if possible. These items should

Resource Impact	Level of Significance	Mitigation Measure(s)
		be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. **TCR-9** **Professional Standards:** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.
Section 4.18, Utilities and Services Systems		
Impact 4.18-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	Less than Significant Impact	No mitigation measures are required.
Impact 4.18-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal dry and multiple dry years?	Less than Significant Impact	No mitigation measures are required.
Impact 4.18-3: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity, including treatment and/or outfall capacity, to accommodate the project's projected demand in addition to the provider's existing commitments?	Less than Significant Impact	No mitigation measures are required.
Impact 4.18-4: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than Significant Impact	No mitigation measures are required.
Impact 4.18-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.19, Wildfire Hazards		
Impact 4.19-1: If located in or near SRA or lands classified as Very High FHSZ, would the Project: Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	No mitigation measures are required.
Impact 4.19-2: Will slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than Significant Impact	No mitigation measures are required.
Impact 4.19-3: Does the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less than Significant Impact	No mitigation measures are required.
Impact 4.19-4: Will the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Less than Significant Impact	No mitigation measures are required.

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2.0 INTRODUCTION

2.1 PURPOSE AND TYPE OF ENVIRONMENTAL IMPACT REPORT

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental impacts associated with the construction and operation of the 9th and Vineyard Development Project. This EIR has been prepared by Kimley-Horn & Associates in conformance with the California Environmental Quality Act (CEQA) (*California Public Resources Code,* Section 21000 et seq.) and the State CEQA Guidelines (Title 14, *California Code of Regulations,* Chapter 3, Section 15000 et seq.). The City of Rancho Cucamonga (City) is the Lead Agency under CEQA and is responsible for preparing the EIR. As the lead agency, the City will review and consider this EIR in its decision to approve, revise, or deny the Project.

This Draft EIR evaluates the potentially significant, adverse and beneficial impacts on the environment resulting from implementation of the Project. *Section 3.0, Project Description,* provides detailed descriptions of the construction and operational components of the Project. *Section 4.0, Environmental Setting,* discusses the regulatory environment, existing conditions, environmental impacts, and mitigation measures for the Project. Following public review of the Draft EIR, a Final EIR will be prepared, in which the City as Lead Agency, will respond to public comments on the Draft EIR.

2.2 PURPOSE OF THE EIR

According to Section 15121 of the CEQA Guidelines, an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a proposed project. The purpose of this Draft EIR for the Project is to review the existing conditions at and in the vicinity of the Project site; identify and analyze the potential environmental impacts; and suggest feasible mitigation measures or alternatives to reduce significant adverse environmental effects, as described in *Section 3.0, Project Description and Section 5.0, Alternatives to the Project.* The potential impacts include both temporary construction-related effects and the long-term effects of development, operation, and maintenance of the Project, as described in *Section 3.0, Project Description.*

The intent of this EIR is to address the potential Project impacts utilizing the most current and detailed plans, technical studies, and related information available. This EIR will be used by the City of Rancho Cucamonga as the lead agency, other responsible and trustee agencies, interested parties, and the general public to evaluate the potential environmental impacts of the Project (refer to *Section 3.7, Approvals Requested as Part of the Project and 3.10, Intended Uses of the EIR*, for a list of anticipated responsible and trustee agencies and Project approvals).

The City determined that a Project EIR is the appropriate CEQA document for the implementation of the 9th and Vineyard Development Project in accordance with Section 15161 of the State CEQA Guidelines. This EIR is intended to provide a "Project-level" CEQA analysis and is based on related information described in *Section 3.0, Project Description.* CEQA Guidelines Section 15161 states Project EIRs "examine the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. This EIR shall examine all phases of the Project including planning, construction, and operation."

2.3 COMPLIANCE WITH CEQA

According to the CEQA Guidelines (14 California Code of Regulations (CCR) Section 15064[f][1]), preparation of an EIR is required whenever a project may result in a significant effect on the environment. An EIR is an informational document used to inform public agency decision-makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the Project that could feasibly attain most of the basic objectives of the Project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project. CEQA requires that state and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects.

This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the current proposed actions, as required by Section 15146 of the CEQA Guidelines. The analysis considers the activities associated with the Project, to determine the short-term and long-term effects associated with their implementation. This EIR discusses both direct and indirect impacts of the Project, as well as cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Based on significance criteria, the effects of the Project have been categorized as either "no impact," "less than significant impact," "less than significant with mitigation incorporated," or "significant unavoidable impact" (refer to *Section 4.0, Environmental Setting*). Mitigation measures are recommended for potentially significant impacts, to avoid or lessen impacts. In the event the Project results in significant unavoidable impacts even with implementation of feasible mitigation measures, the decision-makers may approve the Project based on a "Statement of Overriding Considerations." This determination would require the decision-makers to balance the benefits of the Project to determine if they outweigh identified unavoidable impacts. The CEQA Guidelines Section 15093 provides in part the following:

- CEQA requires that the decision-maker balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the Project. If the benefits of the Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing the reason to support its action based on the Final EIR and/or other information on the record. This statement may be necessary if the agency also makes the finding under Section 15091 (a)(3) of the CEQA Guidelines.
- If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the Project approval and should be mentioned in the Notice of Determination.

2.4 SCOPE OF THE DRAFT EIR

SCOPING PROCESS

In compliance with State CEQA Guidelines Section 15201, the City has taken steps to provide opportunities for public participation in the environmental process. A Notice of Preparation (NOP), which also includes

a notice of a public scoping meeting for the Project, was distributed on November 18, 2019, to federal, state, regional, and local government agencies and interested parties for a 30-day public review period to solicit comments and to inform agencies and the public of the Project. The NOP was circulated for 30 days until December 18, 2019. State CEQA Guidelines Section 15063 provide that if a lead agency determines that an EIR will clearly be required for a project, an Initial Study is not required. In this case, the City determined that an EIR would be prepared based on the Project's potential to create short-term, long-term and cumulative impacts associated with the development. Therefore, the project description, the proposed EIR scope, and potential environmental effects associated with Project implementation were identified and prepared as part of the NOP to obtain guidance and comments from agencies and the public. A copy of the NOP is included in *Appendix A*.

2.5 PUBLIC SCOPING RESULTS

A notice of a public scoping meeting for the Project was included within the original NOP. The City held an EIR Scoping Meeting on December 12, 2019 at the Rancho Cucamonga City Hall, 10500 Civic Center Dr, California. The purpose of the Scoping Meeting was to obtain comments from the public and agencies regarding the scope of the environmental document.

Oral comments were received during the Scoping Meeting. One comment letter was received in response to the NOP after the review period from the Attorney General. The NOP and comment letter received after the NOP review period are included in ***Appendix A, Notice of Preparation.***

Areas of concern identified during the 30-day scoping period include:

- Potential noise impacts from construction activities and buildout
- Potential truck traffic on the north end of the property around the residential uses
- Potential light and glare from operation
- Compatibility with zoning and 24-hour operations
- Potential traffic on the local roadways, movement at the railroad right of way, and impacts to nearby schools with the new facilities
- Potential biological resource impacts
- Potential Project impacts on sensitive receptors

2.6 REVIEW AND COMMENT

PUBLIC REVIEW OF THE DRAFT EIR

The Draft EIR is available to the general public for review at the locations listed below and on the City's website at:

https://www.dropbox.com/sh/py8i3sb3fkd1uty/AABESuKaf93rMpr0B1XcLOMEa?dl=0

And available at:

City of Rancho Cucamonga
Public Information and Services Counter, Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730
(909) 477-2700

Archibald Library
7368 Archibald Avenue
Rancho Cucamonga, CA 91730
(909) 477-2720

Paul A. Biane Library
12505 Cultural Center Drive
Rancho Cucamonga, CA 91739
(909) 477-2720

In accordance with CEQA Guidelines Section 15087 and 15105, this Draft EIR will be circulated for a 45-day public review period. The public is invited to comment in writing on the information contained in this document. Interested agencies and members of the public are invited to provide written comments on the Draft EIR and are encouraged to provide information that they believe should be included in the EIR.

Comment letters should be sent to:

City of Rancho Cucamonga
Attn: David Eoff, Senior Planner
10500 Civic Center Dr,
Rancho Cucamonga, CA 91730
Email: david.eoff@cityofrc.us
Phone: (909) 774-4312

FINAL EIR

Upon completion of the 45-day Draft EIR public review period, the City of Rancho Cucamonga will evaluate all written comments received during the public review period on the Draft EIR. Pursuant to CEQA Guidelines Section 15088, the City of Rancho Cucamonga will prepare written responses to comments raising environmental issues. Pursuant to CEQA Guidelines Section 15132 (Contents of Final Environmental Impact Report), the Final EIR will include:

a) The Draft EIR or a revision of the draft;
b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
c) A list of persons, organizations, and public agencies commenting on the Draft EIR; and
d) The Lead Agency's responses to significant environmental points raised in the review and consultation process.

Additionally, pursuant to CEQA Guidelines Section 15088 (Evaluation of and Response to Comments), after the Final EIR is completed, the City of Rancho Cucamonga will provide a written response to each public agency on comments made by that public agency at least ten days prior to certifying the EIR.

CERTIFICATION OF THE FINAL EIR

The Draft EIR, as revised by the Final EIR, will be considered by the City of Rancho Cucamonga City Council for certification, consistent with CEQA Guidelines Section 15090, which states:

"Prior to approving a project, the lead agency shall certify that:

- The final EIR has been completed in compliance with CEQA;
- The final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the Project; and
- The final EIR reflects the lead agency's independent judgment and analysis."

Regarding the adequacy of an EIR, according to CEQA Guidelines Section 15151, "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

2.7 FORMAT OF THE EIR

The purpose of this EIR is to enable the City of Rancho Cucamonga and other responsible and trustee agencies and interested parties to evaluate the environmental impacts of the Project. The purpose of this EIR is to provide environmental review of the Project, such that the City of Rancho Cucamonga will be able to utilize this EIR to satisfy CEQA for Project-related permits or approvals.

This Draft EIR is organized into 7 sections and the Appendices:

Section 1.0 **Executive Summary,** provides a project summary and summary of environmental impacts, and the proposed mitigation measures and alternatives.

Section 2.0 **Introduction,** provides CEQA compliance information.

Section 3.0 **Project Description,** provides Project history, as well as the environmental setting, Project characteristics and objectives, phasing, and anticipated permits and approvals that could be required for the Project.

Section 4.0 **Environmental Setting,** provides a discussion of the existing conditions for each of the environmental impact areas. This section also describes methodologies for significance determinations, identifies both short-term and long-term environmental impacts of the Project, recommends mitigation measures to reduce the significance of environmental impacts, and identifies any areas of potentially significant and unavoidable impacts. This

section includes a discussion of cumulative impacts that could arise as a result of the implementation of the Project.

Section 5.0 **Alternatives to the Proposed Project,** describes potential Project alternatives, including alternatives considered but rejected from further consideration, the No Project Alternative, various Project Alternatives, and identifies the Environmentally Superior Alternative.

Section 6.0 **Other CEQA Considerations,** summarizes unavoidable significant impacts, and discusses significant irreversible environmental changes, growth-inducing impacts, and energy conservation, in accordance with CEQA Guidelines *Appendix G*.

Section 7.0 **Effects Determined Not to be Significant,** describes potential impacts that have been determined not to be significant throughout the EIR process.

Section 8.0 **EIR Consultation and Preparation,** identifies the CEQA Lead Agency and EIR preparation team.

Appendices **The Appendices,** contains the NOP and DEIR notification documents and Project-specific technical studies.

2.8 RESPONSIBLE AND TRUSTEE AGENCIES

LEAD AGENCY

City of Rancho Cucamonga

For this Project, the City of Rancho Cucamonga is the lead agency under CEQA. This Draft EIR has been prepared in accordance with Public Resources Code (PRC) Section 21000 *et seq.* and the State CEQA Guidelines (CCR Section 15000 *et seq*.). CEQA requires lead agencies to consider potential environmental effects that could occur with implementation of a project and to avoid or substantially lessen significant effects to the environment when feasible. When a project could have a significant effect on the environment, the agency with primary responsibility for carrying out or approving the Project (the lead agency) is required to prepare an EIR.

TRUSTEE, RESPONSIBLE, AND COOPERATING AGENCIES

Other federal, state, and local agencies are involved in the review and approval of the Project, including trustee and responsible agencies under CEQA. Under CEQA, a trustee agency is a State agency that has jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. A responsible agency is an agency other than the lead agency that has responsibility for carrying out or approving a project. Responsible and trustee agencies are consulted by the CEQA lead agency to ensure the opportunity for input and also review and comment on the Draft EIR. Responsible agencies also use the CEQA document in their decision-making. Several agencies other than the City of Rancho Cucamonga could require permits, approvals, and/or consultation in order to implement various elements of the Project, as listed in *Section 3.10, Intended Uses of the EIR.*

2.9 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with CEQA Guidelines Section 15148 or have been incorporated by reference in accordance with CEQA Guidelines Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR and are available for review online. Information contained within these documents has been utilized for various sections of this EIR.

San Bernardino General Plan: The County of San Bernardino adopted the County of San Bernardino General Plan in 2007. The County's General Plan serves as a blueprint for growth and development. The County of San Bernardino General Plan primarily focuses on the unincorporated area - territory that is not located within a city - but also addresses regional services and facilities provided by the County such as regional parks, roads, and flood control facilities. As part of its General Plan, the County includes the following eight elements: 1) Land Use; 2) Circulation; 3) Housing; 4) Conservation; 5) Open Space; 6) Noise; 7) Safety; and 8) Economic Development. The County's General Plan was used throughout this EIR since it contains information, policies, and regulations relevant to the Project.

This document is available for review on the County's website at:

http://cms.sbcounty.gov/lus/Planning/GeneralPlan.aspx

PlanRC, City of Rancho Cucamonga General Plan Update: The City of Rancho Cucamonga City Council adopted PlanRC, the City's General Plan Update (Rancho Cucamonga GP) on December 15, 2021. The Rancho Cucamonga GP is a comprehensive community-based plan that lays out a series of strategies grounded in the foundational core values of health, equity, and stewardship. The Rancho Cucamonga GP constitutes the City's overall plans, goals, and objectives for land use within the City's jurisdiction and addresses a broad range of issues relating to the community's physical, economic, and social development. It contains an evaluation of existing conditions and provides the long-term goals and policies necessary to guide growth and development in the direction that the community desires. Through the Goals, Objectives, Policies, and Programs it contains, the Rancho Cucamonga GP serves as a decision-making tool to guide future growth and development decisions.

The Rancho Cucamonga GP is divided into four volumes containing eight chapters and implementation strategies:

- Volume 1: Vision, includes chapters on Vision and Core Values, Context, and Administration.
- Volume 2: Built Environment, includes chapters on Land Use & Community Character, Focus Areas, Open Space, Mobility & Access, Housing, and Public Facilities & Services.
- Volume 3: Environmental Performance, includes Resource Conservation, Safety, and Noise.
- Volume 4: General Plan Work Plan, Placemaking Toolkit*, and* Environmental Justice Strategy

The Rancho Cucamonga GP was used throughout this EIR because it contains policies and regulations relevant to the Project. This document is available for review on the City's website at:

https://www.cityofrc.us/GeneralPlan

Rancho Cucamonga Municipal Code. The Rancho Cucamonga Municipal Code (Rancho Cucamonga MC) regulates land use and activities within the City's jurisdiction including, zoning regulations (codified in Title 17). Rancho Cucamonga MC Title 17 is the primary tool for implementing the City's General Plan's goals, objectives, and policies. The Rancho Cucamonga MC is referenced throughout this EIR to establish the Project's baseline requirements according to the City's municipal code regulations.

The Rancho Cucamonga MC can be accessed online at: http://qcode.us/codes/ranchocucamonga/.

Southern California Association of Governments. The Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), Connect SoCal, was adopted in September 2020. The RTP/SCS aims to create a long-range vision plan that balances future mobility and housing needs with economic, environmental and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. The 2020-2045 RTP/SCS Final PEIR (SCH #2019011061) addresses the cumulative impact of future development and associated infrastructure improvements for the SCAG region, which includes San Bernardino County and the City of Rancho Cucamonga

The SCAG RTP/SCS can be accessed online at: https://scag.ca.gov/connect-socal.

3.0 PROJECT DESCRIPTION

3.1 PURPOSE

The City of Rancho Cucamonga, as Lead Agency under the California Environmental Quality Act (CEQA), has prepared this Draft EIR for the Project. The purpose of the Project Description is to provide an accurate, stable and finite description of the Project to allow for meaningful review by local, state and federal reviewing agencies, decision-makers, and interested parties. State CEQA Guidelines Section 15124 (14 California Code of Regulations [CCR] Section 15124) requires a project description to contain the following:

1. The precise location and boundaries of the proposed project shown on a detailed map and along with a regional location map;
2. A clearly written statement of the objectives of the proposed project including the underlying purpose of the project and project benefits. The statement of objectives must be detailed enough to allow a Lead Agency the opportunity to develop and evaluate project alternatives;
3. A description of the proposed project's technical, economic and environmental characteristics along with engineering and public service facilities details;
4. A statement describing the intended uses of the EIR, including a chronological list of all necessary approvals and a roster of other agencies that may use the document, a list of required permits and approvals, and a list of related consultation and environmental review necessary under local, state, and federal laws, regulations, and policies.

The information presented within the project description will both accurately describe the proposed Project and assist in further review and assessment of its potential environmental impacts.

3.2 PROJECT OVERVIEW

The 9th and Vineyard Development Project (Project) is located southwesterly from the intersection of 9th Street and Vineyard Avenue and includes the development of three warehouse buildings on a 46.95 net acre site along with parking, entrance, and landscaping improvements. See *Exhibit 3.1, Regional Site Map*. The Project site has a General Plan designation of Neo-Industrial Employment District[1] and a zoning designation of Neo-Industrial (NI), with the exception of a small portion of the Project site fronting Baker Avenue and the Project's northern property line (approximately 5.42 net acres) having a zoning designation of Industrial Park (IP).[2] The Project site is currently improved with a series of industrial and commercial buildings and a potential historic residential structure. All of the structures are currently vacant as leases for the buildings were not renewed/expired due to the proposal for redevelopment of the site. The Project includes a series of discretionary actions including a Zoning Map Amendment to amend the zoning of parcels 0207-271-25, 39, and 40 to Industrial Park (IP) from the existing Neo-Industrial (NI) zoning designation (see *Section 3.7* below).

[1] City of Rancho Cucamonga. ND. General Plan Viewer. https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=e29b6dcd1a374a9da53cb4f96686bd5e (accessed January 2022).
[2] City of Rancho Cucamonga. 2022. Zoning. https://rcdata-regis.opendata.arcgis.com/datasets/73e702bd20824e3487fcc471f642a777_3/explore?location=34.095124%2C-117.612543%2C17.06 (accessed January 2022).

3.3 PROJECT LOCATION

As shown in *Exhibit 3.2, Local Vicinity Map*, the 9th and Vineyard Development Project site is located in southern Rancho Cucamonga, south of 9th Street, directly west of Vineyard Avenue, directly north of BNSF Railway, and directly east of Baker Avenue, all within the County of San Bernardino. The Project site, which is approximately 46.95 net acres, is located approximately 0.90 miles south of Foothill Boulevard, approximately 2.3 miles east of State Route 83, and adjacent to the City of Ontario border to the south.

3.4 PROJECT SETTING

The following provides an overview of the existing physical and environmental conditions of the Project site. Additional details are provided within the respective chapters of the Draft EIR.

Existing Land Uses

The Project site includes nine Assessor Parcel Numbers (APNs) as summarized below in *Table 3-1, Project Assessor Parcel Numbers.* The various Project parcels are also shown in *Exhibit 3.4, Project APN Map.*

Table 3-1: Project Assessor Parcel Numbers

0207-271-25	0207-271-27	0207-271-39
0207-271-40	0207-271-89	0207-271-93
0207-271-94	0207-271-96	0207-271-97

A large portion of the Project site is undeveloped (western area of the site has never been developed) along Baker Avenue. The remainder of the Project site is currently improved with a series of industrial and commercial buildings, a cellular tower and its related support facilities, and a potential historic residential structure. All of the existing buildings are vacant. Access is currently provided from the existing driveways from Baker Avenue, 9th Street, and Vineyard Avenue. A full description is included in *Section 4.9, Hazards and Hazardous Materials.*

EXISTING LAND USES

Existing land uses are summarized in *Table 3-2, Existing Uses* and in *Section 4.11, Land Uses and Planning.*

Table 3-2: Existing Uses

APN	Existing Use	Address
0207-271-25	Vacant, formerly industrial	8855 Baker Avenue
0207-271-27	Vacant, formerly office	8725 & 8729 9th Street
0207-271-39	Vacant, formerly residential	8817 Baker Ave
0207-271-40	Abandoned home	8803 Baker Ave
0207-271-89	Undeveloped, featured home in past	8769 Baker Ave
0207-271-93	Vacant, formerly industrial	8830 Vineyard Ave
0207-271-94	Vacant, formerly industrial	8847 9th Street
0207-271-96	Vacant, formerly industrial and residential	8810 and 8847 Vineyard Ave
0207-271-97	Vacant, formerly residential	8705 & 8725 9th Street

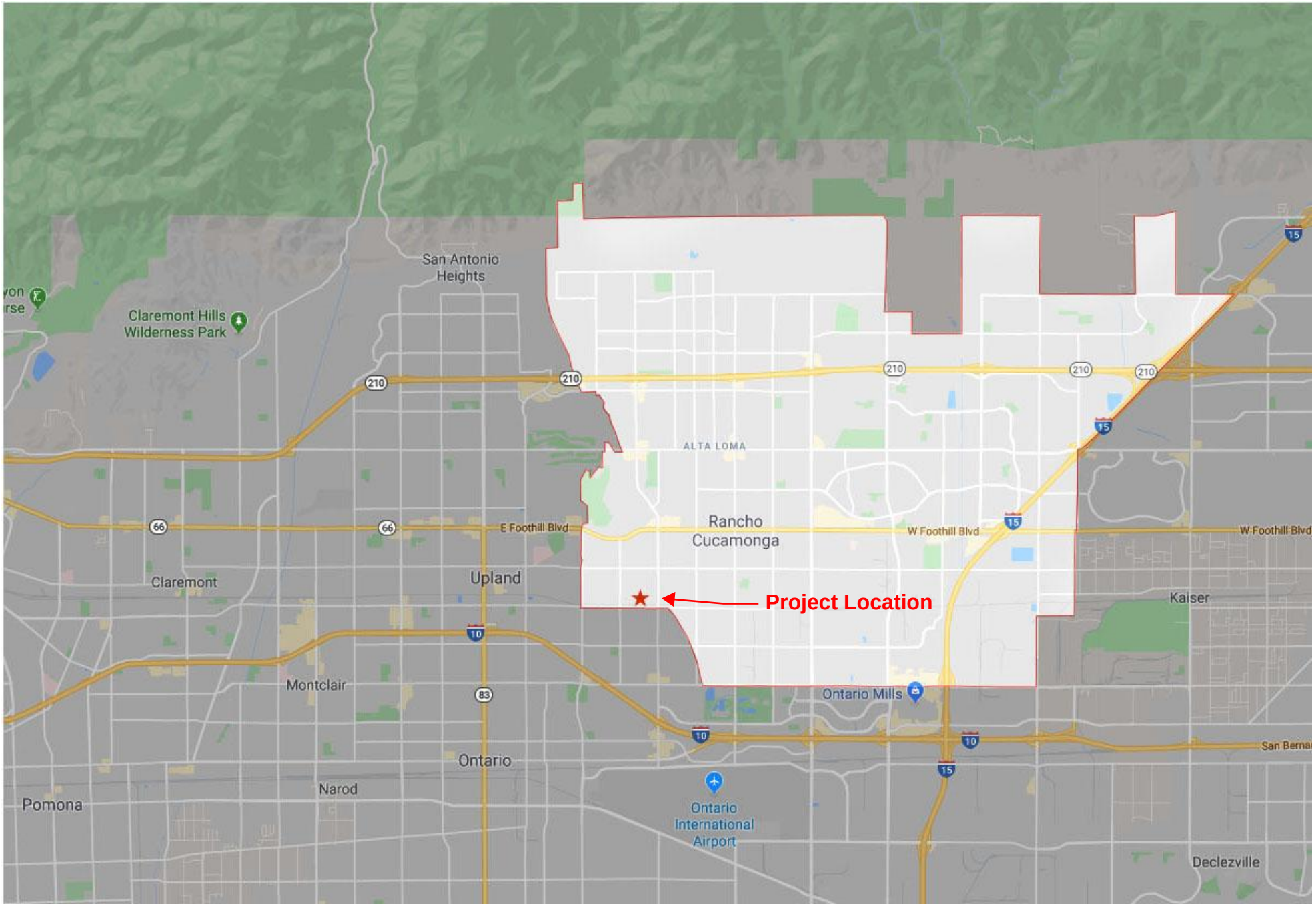

Exhibit 3.1: Regional Site Map
9th and Vineyard Development Project

Kimley»Horn

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Exhibit 3.2: Local Vicinity Map
9th and Vineyard Development Project

Kimley»Horn

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SURROUNDING LAND USES

The surrounding land uses are described below in *Table 3-3: Surrounding Land Uses*. The Project site is surrounded by residential, commercial, and industrial uses.

Table 3-3: Surrounding Land Uses

Location	Zoning Designation	Land Use
North	Industrial Park	Non-Conforming Single Family Homes, Light Industrial
	General Commercial	Townhomes
	Neo-Industrial	Warehousing
South	Neo-Industrial	Service Garage, Light Industry, Industrial Lofts
East	Neo-Industrial	Vacant Land
West	Low-Density Residential	Single Family Homes

Source: City of Rancho Cucamonga. 2022. Zoning. https://rcdata-regis.opendata.arcgis.com/datasets/73e702bd20824e3487fcc471f642a777_3/explore?location=34.094506%2C-117.611262%2C16.38 (accessed January 2022).

Adjacent properties to the north are zoned for Industrial Park (IP), Neo-Industrial (NI), and Medium Residential (M) uses. Properties to the west are zoned Low Residential (L). The BNSF railway and properties zoned for industrial uses directly south of the site are located within the City of Rancho Cucamonga. Across 8th Street are properties within the City of Ontario zoned for residential and commercial use. The site is bordered to the east by Vineyard Avenue and the Cucamonga Creek, a concrete-lined stormwater drainage channel. Cucamonga Creek originates in the San Gabriel Mountains to the north of the site and flows roughly north to south into the Santa Ana River at the Prado Dam.

3.5 ENVIRONMENTAL SETTING

TOPOGRAPHY

The Project site is relatively flat with a one percent gradient sloping southeast from the northwestern portion of the site to the southeast portion of the site. The undeveloped portions of the Project site contain exposed soil and crushed aggregate base. The majority of the Project site is covered by vegetation in the form of grasses and weeds. Existing eucalyptus gum trees are on the Project site; however, these trees would be removed as part of the Project (with a tree removal permit discussed further in *Section 4.4, Biological Resources).*

BIOLOGY

The Project site includes developed areas (16.74 acres), disturbed habitat (4.02 acres), eucalyptus woodland (0.88 acre), Fremont's cottonwood trees (*Populus fremontii*) (0.02 acre), non-native grassland (24.94 acres), disturbed Riversidean sage scrub (0.46 acre), and a western sycamore tree (*Platanus racemosa*) (0.01 acre). The Project would permanently impact approximately 0.01 acre of non-wetland water of the U.S./State jurisdictional by the Army Corps of Engineers (Corps) and Regional Water Quality Control Board (RWQCB) and intermittent streambed jurisdictional by California Department of Wildlife (CDFW) within the concrete-lined portion of Cucamonga Creek. The Project site supports two ditches: Ditch 1 and Ditch 2, but are not expected to be considered jurisdictional by the Corps, RWQCB, and CDFW as these features appear to be man-made ditches excavated wholly in and draining only uplands for localized runoff-conveyance purposes (i.e., do not appear to connect to Cucamonga Creek) with no defined bed and bank or ordinary high-water mark (OHWM) and are not

relocated natural drainages or excavated tributaries. Refer to Section 4.4, *Biological Resources,* for further discussion.

HYDROLOGY

The Project is located within the Santa Ana River, Chino Creek, and Upper Cucamonga Creek watersheds. Cucamonga Creek is located directly east of the Project site, forming its northeastern border. The United States Geological Survey (USGS) National Hydrography Dataset (NHD) classifies Cucamonga Creek as a stream while the USGS National Wetlands Inventory (NWI) classifies Cucamonga Creek as riverine. Two drainage ditches were observed on the eastern and southern portions of the Project site. According to the Geotechnical Investigation[3] conducted for the Project, no groundwater was encountered during the field testing of the Project site.

SEISMIC CONDITIONS

The Project site is in an area that is subject to ground motions due to earthquakes as is with all of southern California however, the Project is not located within a known fault zone. The nearest fault zone to the Project site is the Red Hill Etiwanda fault which is approximately 0.3 miles north of the site. The Project site is outside of an Alquist-Priolo Earthquake fault zone which is approximately 4.2 miles north of the site. Other potentially active faults in the region include the Cucamonga fault at the base of the San Gabriel Mountains (approximately 4.7 miles north of the site), the San Jacinto fault (approximately 11.7 miles to the northeast of the site) and the San Bernardino segment of the San Andreas fault zone (approximately 14.8 miles to the northeast of the site).

FLOOD ZONE INFORMATION

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) shows the Project site being covered by two map panels including 06071C8630J, effective 02/18/2015 and 06071C8628J, effective 02/18/2015. Based on a review of these map panels, the majority of the Project site is not located in a documented flood plain or floodway. The eastern portion of the Project site is within a Zone X area noted as having a 0.2 percent annual chance of flood hazard. The southern border of the Project site is within Zone A of the FEMA FIRM which denotes areas that have a 1 percent annual chance of flooding.

HAZARDS AND HAZARDOUS MATERIALS

A Phase I ESA investigation identified two Historically Recognized Environmental Conditions (HRECs) and five potential hazardous other environmental conditions/features (OEF's) associated with the Project site. In addition, an asbestos and LBP survey identified the presence of asbestos and lead-based paint (LBP) throughout the existing buildings on-site. Demolition of the on-site buildings has the potential of releasing airborne asbestos and LBP concentrations that would exceed Federal and State thresholds and could pose exposure risks for construction workers. A licensed environmental professional would be required to oversee the proper removal of the existing asbestos and lead-based paint in accordance with all applicable local, state, and federal requirements. Refer to *Section 4.9, Hazards and Hazardous Materials,* for further discussion.

[3] Southern California Geotechnical. (2019). *Geotechnical Investigation Proposed Commercial/Industrial Development East Side of Baker Avenue, South of 9th Street Rancho Cucamonga, California.* Page 10. Yorba Linda, CA: Southern California Geotechnical

3.6 PROPOSED PROJECT

The Project would involve the development of three warehouse buildings that would comprise approximately 51.01 percent of the total net Project site area. In total, the buildings would comprise 1,032,090 square feet (sf) of building area. Each of the warehouse buildings would include an office space as summarized in *Table 3-4*: *Building Summaries*, which provides a summary of the Project's building heights and square footages. *Exhibit 3.3, Master Site Plan,* provides a diagram of the Project site and the included improvements.

Table 3-4: Building Summaries

Building	Height (feet)	Warehouse (sf)	Office (sf)	Total (sf)
Building 1	44'-0" - 49'-6" (est.)	632,580	4,000	636,580
Building 2	40'-0" – 44'-6" (est.)	126,531	4,000	130,531
Building 3	39'-0" – 47'-6" (est.)	259,979	5,000	264,979
				1,032,090

PARKING

The Project would also include 378 new parking stalls that are interspersed throughout the Project site. Of the 378 parking stalls, 312 have been designed for standard vehicles, 10 have been designed for accessibility parking, and 7 have been designed for van accessible parking in accordance with applicable City codes. The Project would also include 185 trailer stalls. These stalls would be interspersed throughout the Project site. The Project would provide 10 more standard vehicle stalls, and 44 more trailer stalls than is required for a project of this size and density. Additionally, the Project includes 20 long-term and 20 short-term bike spaces.

BUILDING DESIGN

The buildings would have an approximate building height of between 39'-0" and 49'-6". Building exteriors would be articulated with varying depths of recesses with windows along all elevations. The paint scheme includes a variable grey and white paint scheme to minimize the bulk and scale of the building with decorative score lines along all elevations. *Exhibits 3.5-1, through 3.5-3, Conceptual Building Design and Elevations, Buildings 1-3*, shows the conceptual design, architecture, height and scale as seen from different directions.

LANDSCAPING

A Conceptual Landscape Plan has been submitted for review with the Design Review entitlement package and is shown in *Exhibit 3.6, Conceptual Landscape Plan*. The proposed on-site landscaping would cover approximately 11.4 percent of parcel 1 and 9.3 percent of parcel 2, and 14.6 percent of parcel 3. The City's applicable landscape development standards require a 10 percent landscape requirement for parcels within the Neo-Industrial (NI) zone and a 15 percent landscape requirement for parcels within the Industrial Park (IP) zone. The Project is required to provide a cumulative landscape minimum of 11.9 percent (241,693 SF) and is exceeding the landscaping requirement with a cumulative amount of landscaping provided of 12.0 percent (242,256 SF). See *Table 3-5, Landscape Standards* below for detailed information regarding the landscaping required and provided by the Project.

Table 3-5: Landscape Standards

Standard	Parcel 1	Parcel 2	Parcel 3[2]	Project
Net Site Area (SF)	1,236,223 SF	252,512 SF	534,618 SF	2,023,353 SF
Landscape Required (SF)	123,623 SF	37,877 SF	80,193 SF	241,693 SF
Landscape Required (%)	10%	15%	15%	11.9%
Landscape Provided (SF)	140,724	23,490 SF	78,042	242,256
Landscape Provided (%)	11.4%	9.3%	14.6%	12.0%

1 Source: Rancho Cucamonga MC Section 17.36.040, Table 17.36-040-1
2 Parcel 3 currently has two (2) different zoning designations, Neo-Industrial (NI) and Industrial Park (IP), each with unique landscape requirements while Parcel 2 is currently zoned Neo-Industrial (NI). Per Section 3.7, the Project is proposing a Zoning Map Amendment which would cause Parcel 2 and Parcel 3 to be entirely within the Industrial Park (IP) zoning designation. The Industrial Park (IP) zoning designation's development standards require a minimum landscape percentage of 15 percent.

Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code Section 17.36.040, which specifies landscape design guidelines for industrial districts. The Project would include approximately four hundred eighty-seven (487) new trees (see *Exhibit 3.*6) to replace the approximately one hundred ninety-seven (197) trees on the site, of which seventy-one (71) are considered "heritage trees" by the City.

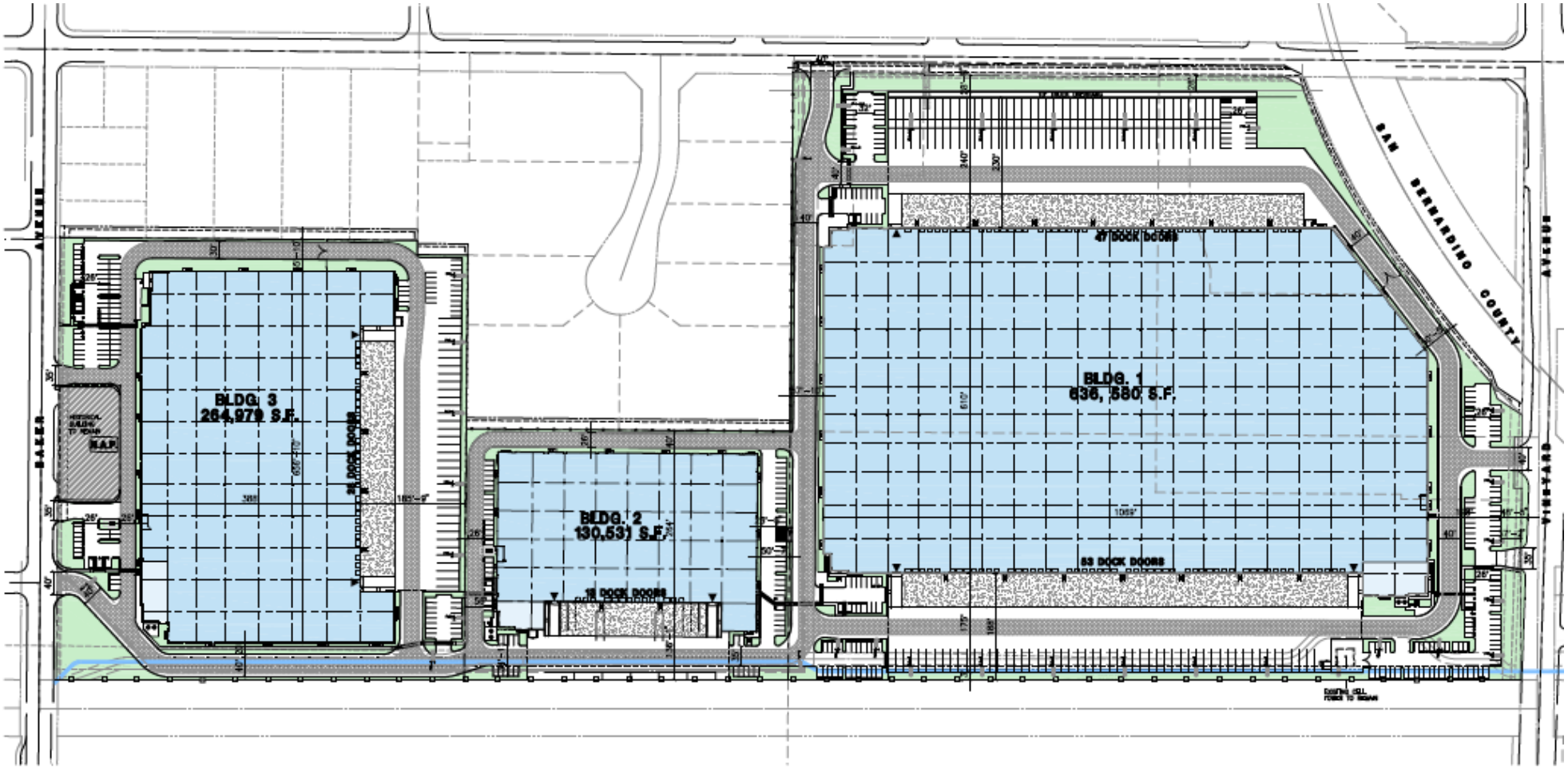
Pursuant to the City Municipal Code Chapter 12.30 - *Convenience Tree Removal* and Section 17.56.080 – *Removal and Replacement of Required Landscaping*, a tree removal permit would be sought to remove the 71 heritage trees, including multiple river red gum eucalyptus trees from the Project's 9th Street and Vineyard Avenue right-of-way (ROW) frontages. Removal of the heritage trees would also require an arborist report to ensure that the regulations presented in Rancho Cucamonga MC Section 17.80 (Tree Preservation Ordinance) are followed. The removed trees would be replaced with aesthetically pleasing landscaping throughout the Project, which would exceed landscaping requirements set forth by the City.

OTHER IMPROVEMENTS

Within each of the three (3) proposed warehouse buildings, there would be an approximately 4,000-5,000 sf of office area for future occupants' use. Additionally, an employee patio or break area would be provided outside of each building for employee benefit. The truck courts of each building would be fully secured from the public with a combination of concrete screen walls, tube steel fence, and gates. Trash enclosures would also be provided within each truck court.

HISTORICAL BUILDING/8803 BAKER AVENUE

There is an existing, vacant residential building along the western border of the Project site fronting Baker Avenue located at 8803 Baker Avenue (APN 0207-271-40), which has been determined to have historical significance by the City (sometimes referred to as the "Baker House"). As part of the Project, the Baker House would be retained, rehabilitated, and reused as a City facility to benefit the adjacent residential communities. The building's underlying site area totaling approximately 0.5 acres would be dedicated to the City in fee, and improved with a parking area to accommodate visitors, as well as landscaping and hardscape improvements. The Applicant is currently in the process of working to design the rehabilitated Baker House and associated site improvements to the satisfaction of the City of Rancho Cucamonga. The final conceptual design would be approved by the City via the Certificate of Appropriateness discretionary approval, consistent with the Municipal Code.



Building Legend

- POTENTIAL OFFICE
- WAREHOUSE
- ▼ DRIVE THRU DOOR

Exhibit 3.3: Master Site Plan
9th and Vineyard Development

not to scale.

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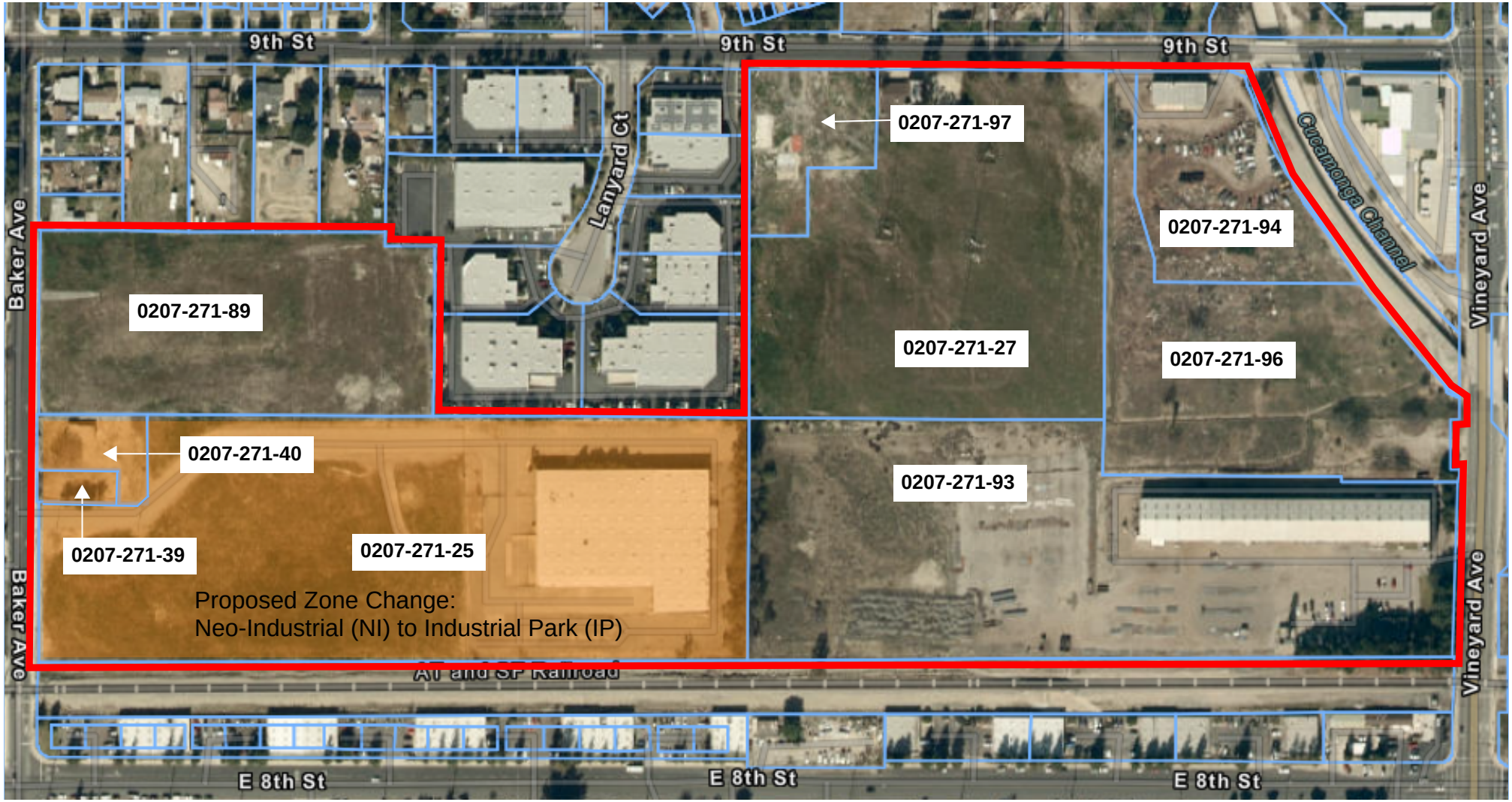

Legend

- Project Boundary
- Parcel Boundary
- Proposed Zone Change: Neo-Industrial (NI) to Industrial Park (IP)

Source: San Bernardino County Parcel Viewer

Exhibit 3.4: Project APN Map
9th and Vineyard Development Project

not to scale

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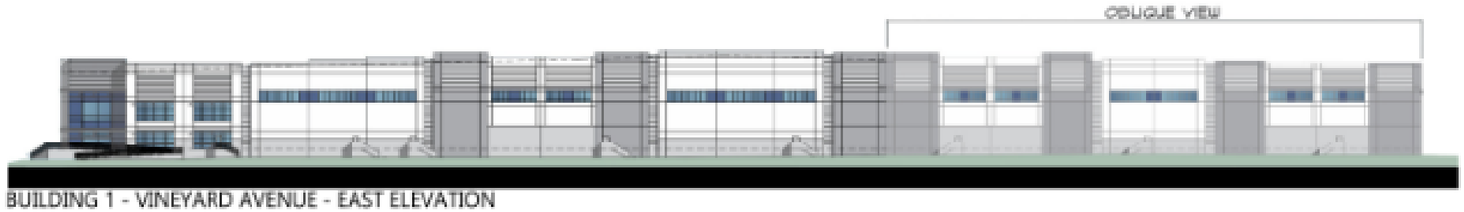
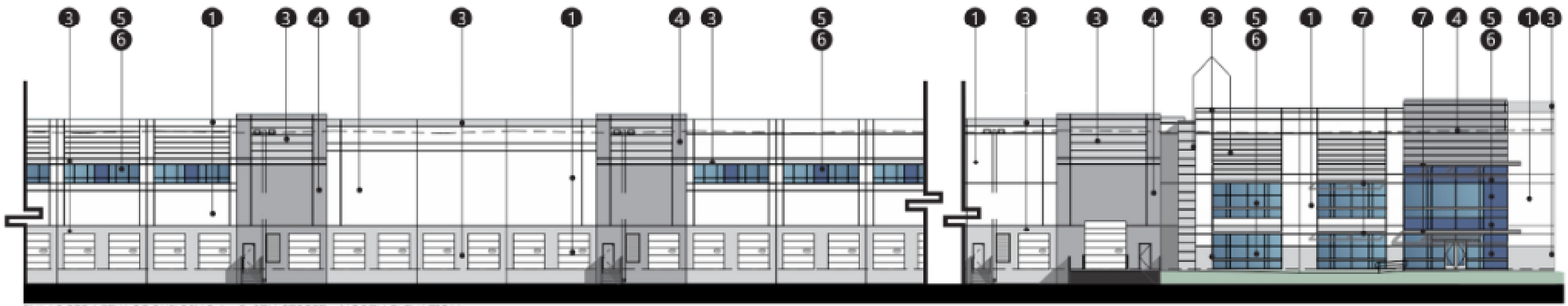
BUILDING 1 - E. 9TH STREET NORTH ELEVATION



BUILDING 1 - VINEYARD AVENUE - EAST ELEVATION

BUILDING 1 - SOUTH ELEVATION



ENLARGED VIEW OF BUILDING 1 - E. 9TH STREET - NORTH ELEVATION

Exhibit 3.5-1: Conceptual Building Design and Elevations - Building 1
9th and Vineyard Development Project

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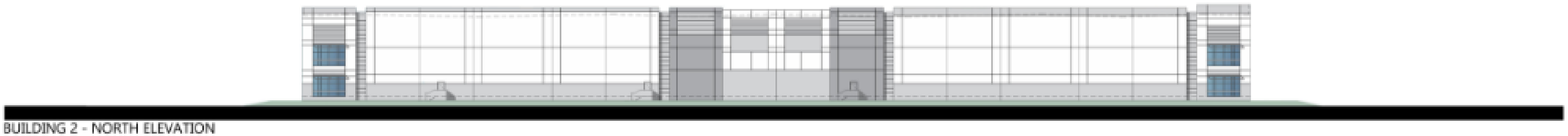
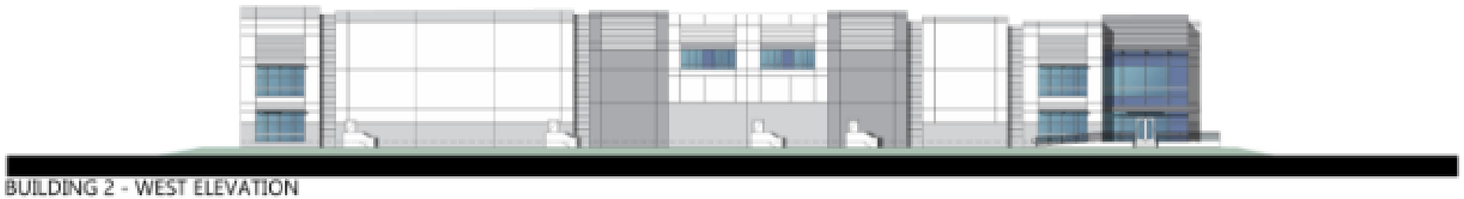
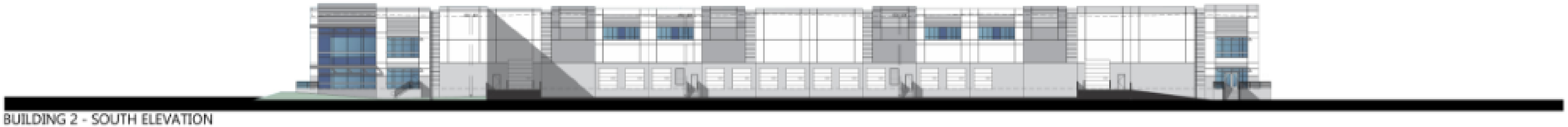


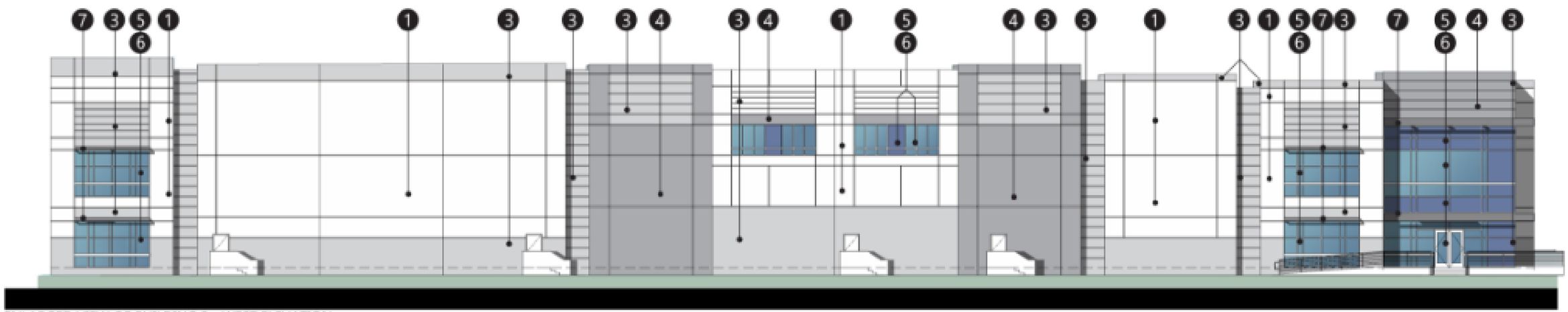
BUILDING 2 - NORTH ELEVATION



BUILDING 2 - WEST ELEVATION



BUILDING 2 - SOUTH ELEVATION



ENLARGED VIEW OF BUILDING 2 - WEST ELEVATION

Exhibit 3.5-2: Conceptual Building Design and Elevations - Building 2
9th and Vineyard Development Project

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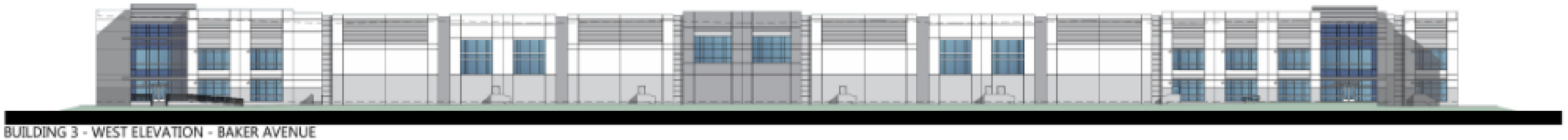
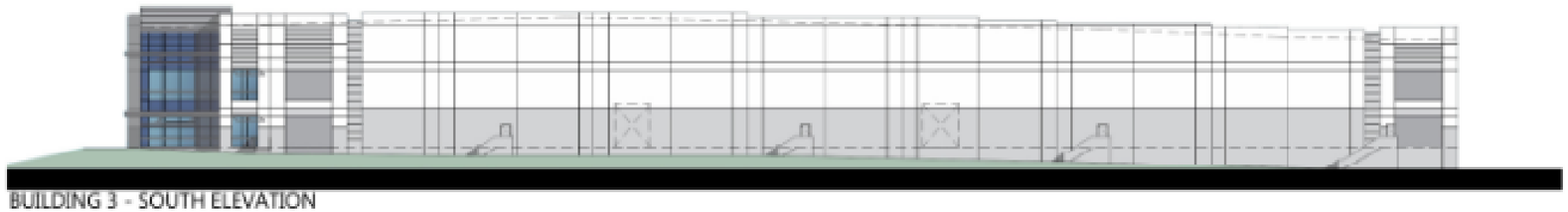
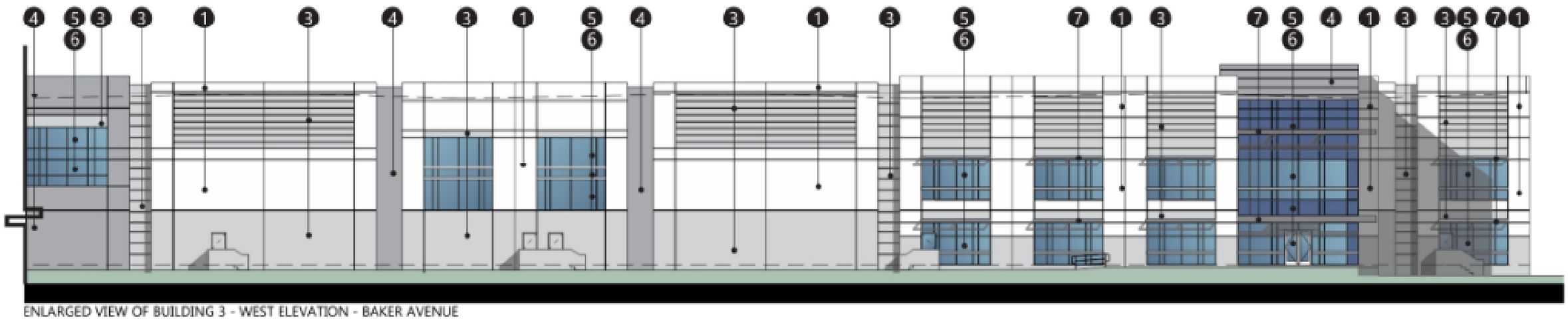


BUILDING 3 - WEST ELEVATION - BAKER AVENUE



BUILDING 3 - SOUTH ELEVATION

BUILDING 3 - EAST ELEVATION



ENLARGED VIEW OF BUILDING 3 - WEST ELEVATION - BAKER AVENUE

Exhibit 3.5-3: Conceptual Building Design and Elevations - Building 3
9th and Vineyard Development Project

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SITE UTILITIES/INFRASTRUCTURE

The 9th and Vineyard Development Project site is minimally served by water, sewer, power, natural gas and telecommunications facilities due to past and current developments on-site. Services and infrastructure would be extended and fully improved throughout the Project site concurrent with construction of facilities for the Project.

A new 66 to 78-inch wide public storm drain line is proposed for the Project, that would connect the existing public storm drain system currently terminating in Baker Avenue to the concrete-lined Cucamonga Creek flood control channel currently maintained by the San Bernardino County Flood Control District (SBCFCD), east of Vineyard Avenue. Refer to *Section 4.4, Biological Resources* for more information. Additional utilities to the site include:

- Domestic and recycled water supply and distribution (Cucamonga Valley Water District [CVWD])
- Wastewater facilities (CVWD)
- Electricity (Southern California Edison [SCE])
- Natural gas (Southern California Gas Company [SoCal Gas])
- Communication systems (Charter Communications and Frontier Communications)
- Solid waste (Burrtec)

PROJECT PHASING/CONSTRUCTION

Construction activities are anticipated to commence in mid-2022 until buildout in 2023. Construction would include the demolition of all existing structures on-site, except the (1) ±1,260 SF residential building located at 8803 Baker Avenue (see Historical Building/8803 Baker Avenue section above), and (2) the existing cell tower located approximately 300 linear feet west of Vineyard Avenue along the Project's southern property line. Subsequent to demolition, the new construction would include: (1) grading, (2) vertical construction of the three proposed warehouse buildings, (3) paving, (4) architectural coating, (5) landscaping, and all applicable off-site improvements conditioned by the City.

GENERAL PLAN AND ZONING DESIGNATIONS

The Project site has a General Plan designation of Neo-Industrial Employment District and a zoning designation of Neo-Industrial (NI), while one parcel of approximately 5.42 acres located at the northwest corner of the Project site fronting Baker Avenue (APN No. 0207-271-89) has a zoning designation of Industrial Park (IP).

The Project proposes to amend the zoning designations of APN 0207-271-25, 0207-271-39, and 0207-271-40 along Baker Avenue to be zoned as Industrial Park (IP). See *Table 3-6, Zoning Designations (Existing and Proposed), Exhibit 3.4, Project APN Map, Exhibit 3.7, General Plan Land Use Map,* and the information below for additional detail regarding the existing General Plan land use and zoning designations, as well as the proposed amendments thereto.

Table 3-6: Zoning Designations (Existing and Proposed)

APN	Existing Zoning	Proposed Zoning
0207-271-25	Neo-Industrial (NI)	**Industrial Park (IP)**
0207-271-27	Neo-Industrial (NI)	Neo-Industrial (NI)
0207-271-39	Neo-Industrial (NI)	**Industrial Park (IP)**
0207-271-40	Neo-Industrial (NI)	**Industrial Park (IP)**
0207-271-89	Industrial Park (IP)	Industrial Park (IP)
0207-271-93	Neo-Industrial (NI)	Neo-Industrial (NI)
0207-271-94	Neo-Industrial (NI)	Neo-Industrial (NI)
0207-271-96	Neo-Industrial (NI)	Neo-Industrial (NI)
0207-271-97	Neo-Industrial (NI)	Neo-Industrial (NI)

Source: City of Rancho Cucamonga. 2022. Zoning. https://rcdata-regis.opendata.arcgis.com/datasets/73e702bd20824e3487fcc471f642a777_3/explore?location=34.095124%2C-117.612543%2C17.06 (accessed January 2022).

3.7 APPROVALS REQUESTED AS PART OF THE PROJECT

The City is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the EIR for the Project. Prior to development of the Project, discretionary permits and approvals must be obtained from local, state and federal agencies, as listed below. It is expected that these agencies, at a minimum, would consider the data and analyses contained in this EIR when making their permit determinations.

Zoning Map Amendment: The Project includes a Zoning Map Amendment (ZMA) of (1) parcel (APN 0207-271-25) located at the southwest corner of the Project site fronting Baker Avenue, and (2) parcels 0207-271-39 and 0207-271-40 along Baker Avenue, all to be amended from Neo-Industrial (NI) to the Industrial Park (IP) zoning designation. The proposed ZMA would cause the Project's proposed Building 2 and Building 3 to be subject to the City's most restrictive industrial development standards (IP zoning designation) and list of permitted uses, resulting in increased compatibility with the nearby residential land use designations.

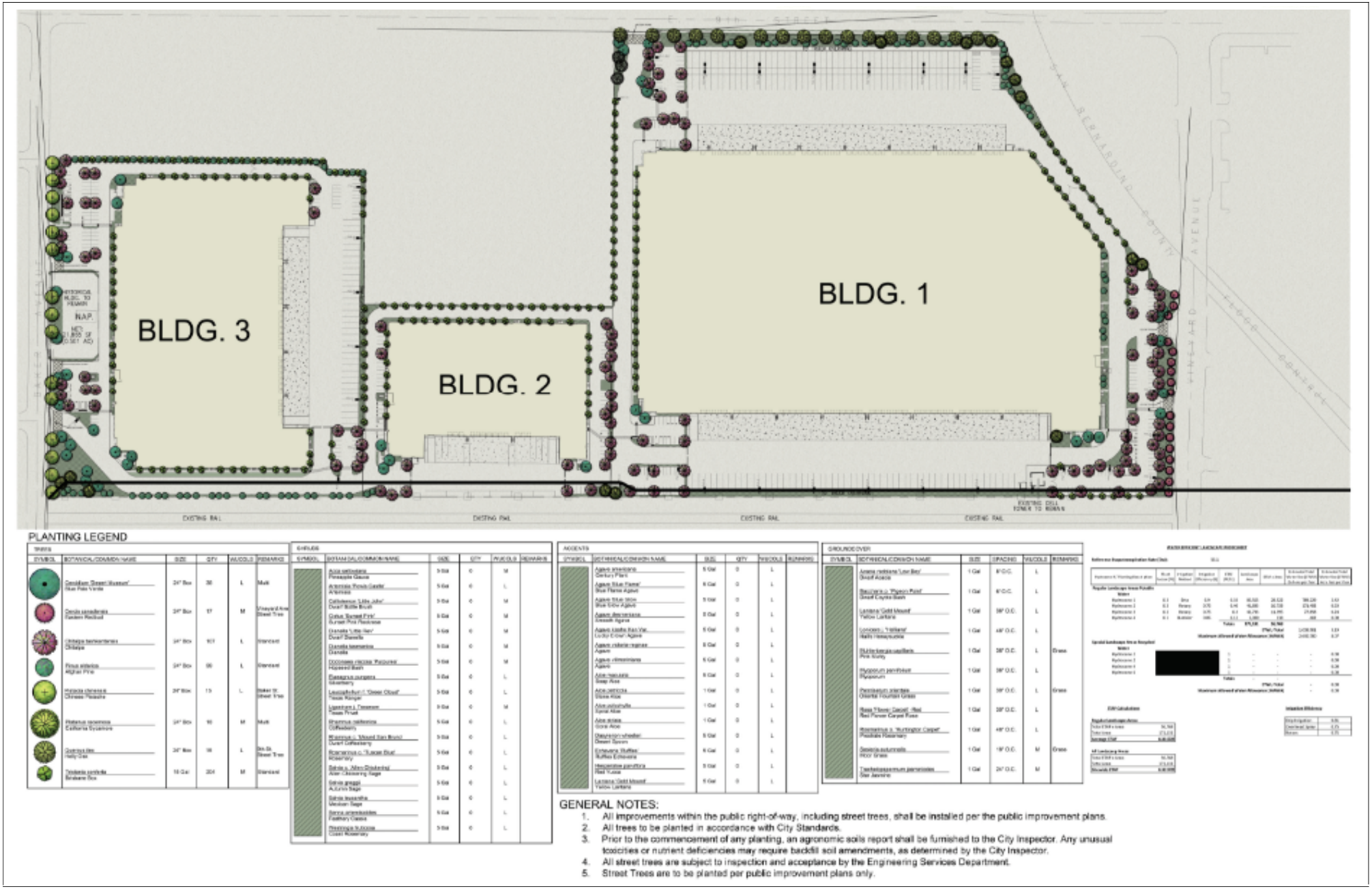

Exhibit 3.6: Conceptual Landscape Plan
9th and Vineyard Development Project

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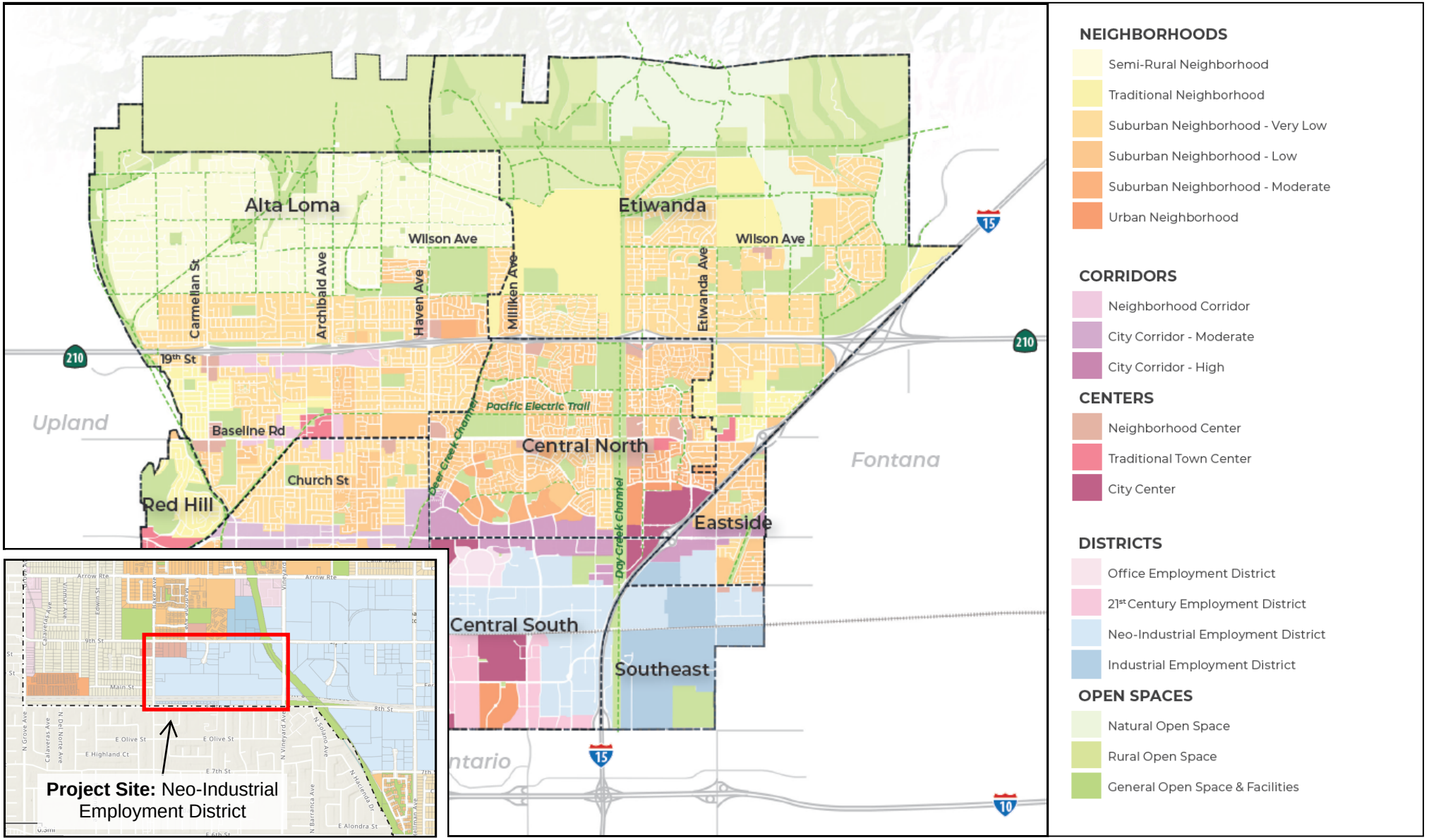

Exhibit 3.7: General Plan Land Use Map
9th and Vineyard Development Project

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Development Agreement*:* The Project includes a Development Agreement, which would confirm (1) the terms of the Applicant's dedication of land, funding obligations, and construction of the rehabilitation of the historically significant building, (2) confirm the applicable development impact fees, (3) confirm the required off-site improvements, and (4) confirm the purchase terms of the approximately 707 square feet of land from the City for the purpose of the construction of off-site improvements to the traffic signals at the intersection of 8th Street and Baker Avenue, which are necessary for adequate traffic circulation around the Project. None of the Development Agreement components would result in physical impacts.

Tentative Parcel Map: The Project would pursue a Tentative Parcel Map which would consolidate the existing nine parcels into four parcels. *See Exhibit 3.8-1 through 3.8-3, Tentative Parcel Maps, 1-3*. The TPM would create the following parcels: Parcel 1 with a parcel size of approximately 28.38 net acres in size for Building 1, Parcel 2 with a parcel size of approximately 5.80 net acres in size for Building 2, Parcel 3 with a parcel size of approximately 12.27 net acres in size for Building 3, and Parcel 4 with a parcel size of approximately 0.50 net acres in size for the renovated Baker House. Each parcel would comply with all applicable development standards. The tentative parcel map would also include all required land dedications, vacations and easements.

Design Review*:* The Project includes the Design Review for the site development and architectural design of the three (3) warehouse buildings totaling approximately 1,032,090 sf that range in size from 130,531 to 636,580 sf on approximately 46.95 net acres. Materials include tilt-up concrete, glazing, metal canopies and complementary palette of paint colors.

Conditional Use Permit: The Project is being developed for speculative end-user(s) which are unknown at this time. Therefore, a Conditional Use Permit (CUP) has been included as part of the Project in order to permit the "Wholesale, Storage, and Distribution – Medium" use within the three (3) proposed buildings.

Tree Removal Permit: The Project proposes to remove approximately one hundred ninety-seven (197) trees on the site, of which seventy-one (71) are considered "heritage trees" by the City. These trees would be replaced by approximately four hundred eighty-seven (487) new trees (see *Exhibit 3.6*). A Tree Removal Permit would be sought to ensure that the tree removals not only comply with City ordinances but create the least amount of environmental impact. Refer to Section 4.4, *Biological Resources,* for more information regarding the tree removal process.

Certificate of Appropriateness: The Project includes the review of the rehabilitation of the historically significant residential structure on 8803 Baker Avenue. The City will review the rehabilitation and future use in conformance with the City's Historic Preservation Ordinance, Refer to *Section 4.5, Cultural Resources*, for more information.

Other permits required for the Project can include, but are not limited to, the following: issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting; demolition permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections.

The Project would be required to obtain a Section 408 and Section 404 authorization from the Corps, a Section 401 certification from the RWQCB, and a Streambed Alteration Agreement from CDFW for

impacts to Cucamonga Creek for the construction of a new 66" – 78" public storm drain to enter into Cucamonga Creek. Furthermore, the Project is required to meet the requirements of the Santa Ana Regional Water Quality Control Board regarding wastewater.

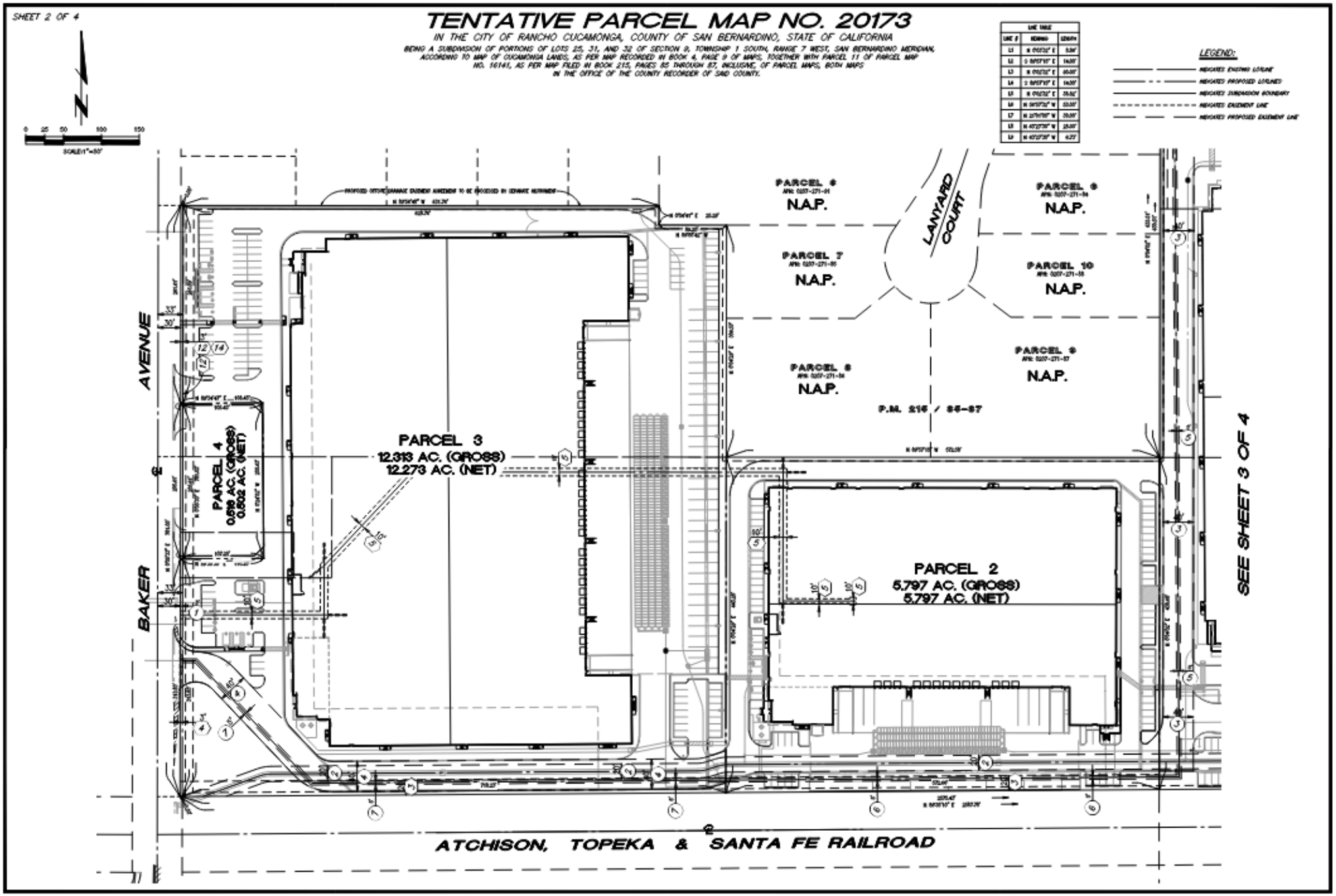

EXHIBIT 3.8-1: Tentative Parcel Map-1
9th and Vineyard Development Project

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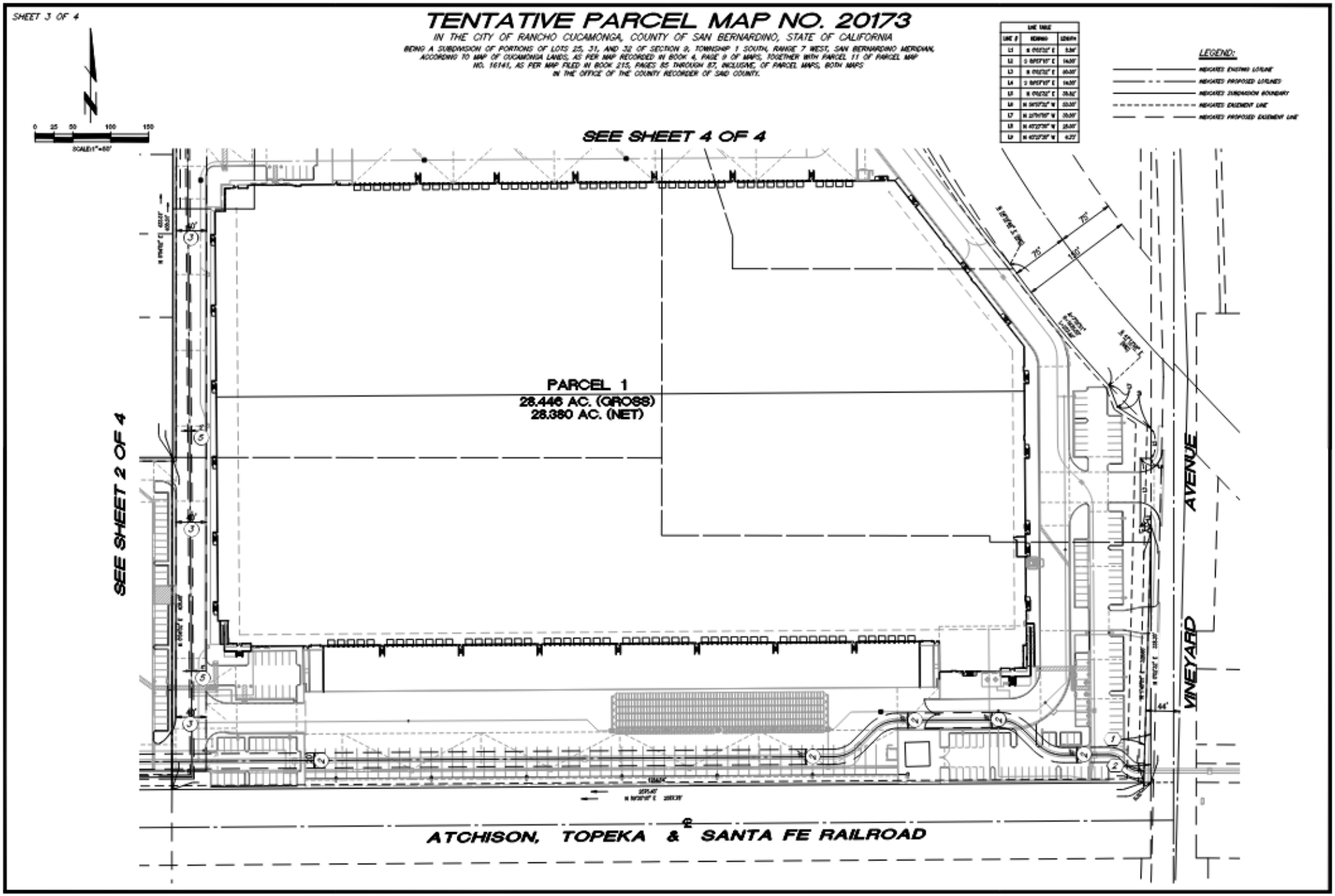

EXHIBIT 3.8-2: Tentative Parcel Map-2
9th and Vineyard Development Project

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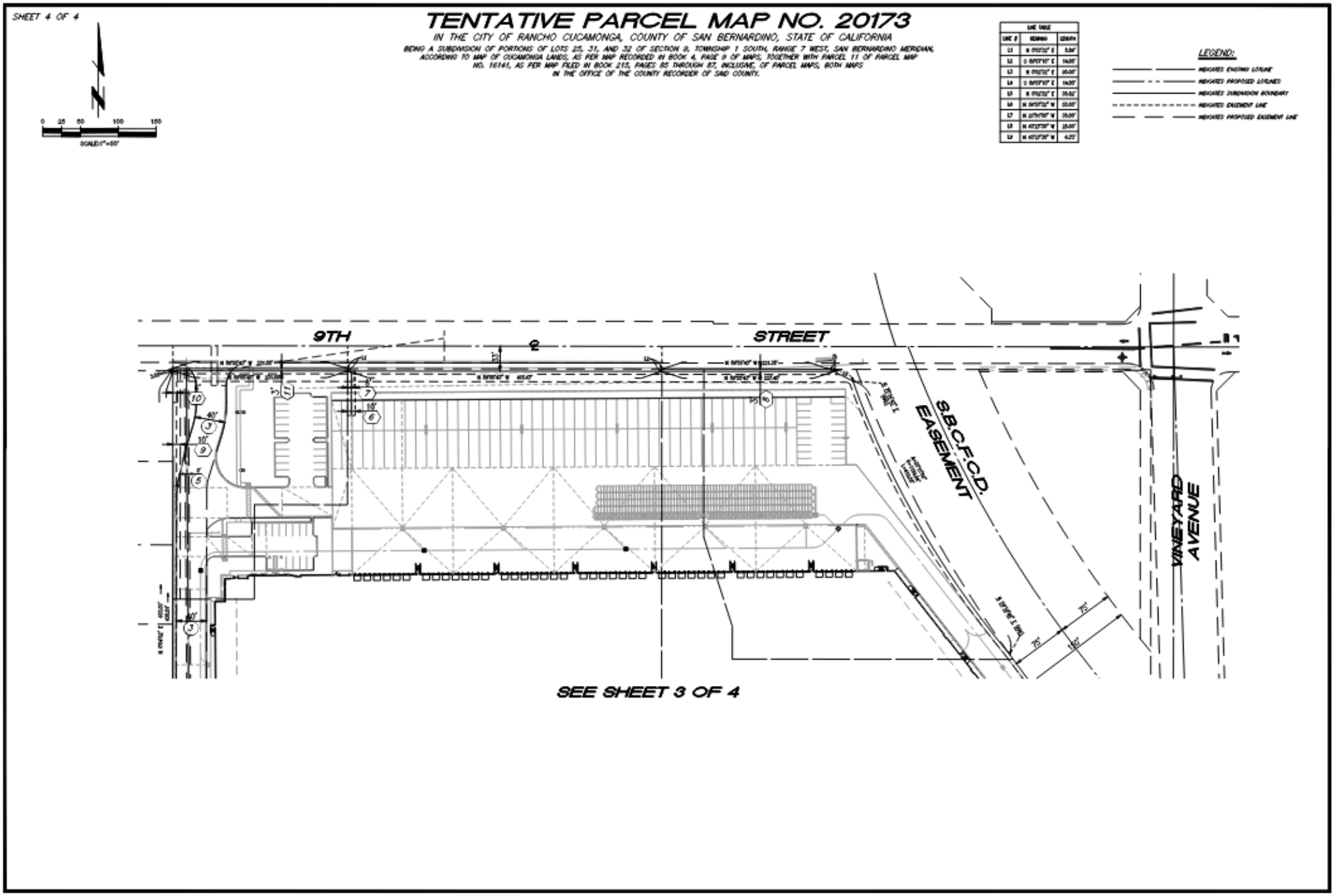

Exhibit 3.8-3: Tentative Parcel Map-3
9th and Vineyard Development Project

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Statement of Overriding Considerations: In accordance with CEQA Guidelines Section 15093, the Lead Agency is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the Lead Agency finds that the project benefits outweigh the unavoidable adverse environmental effects, the adverse effects would be deemed acceptable.

If this EIR identifies any significant, unavoidable, and unmitigable impacts, the City of Rancho Cucamonga, as Lead Agency, would approve the Project based on a Statement of Overriding Considerations. The Statement must be in writing and state-specific reasons supporting City action based on the Final EIR or other substantial evidence in the record. Substantial evidence includes facts, reasonable assumptions predicated upon facts, and expert opinions supported by facts. Substantial evidence is not argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment.

If the City makes a Statement of Overriding Considerations, the written Statement will be included in the record of Project approval and will be mentioned in the Notice of Determination. It will explain why the Project benefits outweigh the adverse environmental consequences identified in this EIR. The Statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091. *Findings*.

3.8 PROJECT OBJECTIVES

The Project would increase the City's production capacity and further fortify the economic base of the City. The Project's development will also revitalize a portion of the City with new industry and production. The Project was developed to accomplish the following objectives:

Objective 1 Develop the site consistent with the applicable goals and policies of the City of Rancho Cucamonga General Plan.

Objective 2 Implement City's desire to create revenue-generating uses that stimulate employment and respond to current market opportunities.

Objective 3 Provide new uses that are in support of the goals and policies of the City's General Plan and Zoning update adopted in 2021.

Objective 4 Provide infrastructure improvements (e.g., sidewalks, streetscapes) and vegetative improvements in the southwest Rancho Cucamonga that adequately prevent or substantially reduce pollutant dispersal among sensitive receptors.

Objective 5 Reduce existing blight and the opportunity for criminal activity and provide for adequate infill development on vacant and underutilized sites with uses and design features that contribute community, economic, and sustainable benefits.

Objective 6 Maintain consideration of the existing, historic, and envisioned future character and scale of the surrounding community with proper building siting, design, and uses.

Objective 7 Revitalize a section of the City with new uses that continue to expand the City's production capacity.

Objective 8 Facilitate goods movement for the benefit of local and regional economic growth.

Objective 9 Provide new development that will generate a positive fiscal balance increasing the City tax base and a potential for added point of sale tax base for the City moving forward.

Objective 10 Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.

Objective 11 Maintain the historical resources of the City by renovating a historically significant building on-site for use by the City as a community center.

Objective 12 Develop industrial uses that are conducive to the nearby residential uses by rezoning the bordering industrial parcels to a lighter industrial zone.

3.9 PROJECT DESIGN FEATURES (PDFS)

Project Design Features are specific design and/or operational characteristics proposed by the Applicant that are incorporated into the Project to reduce or avoid its potential impacts to the environment. The following Project Design Features identified in Table 3-7, *Project Design Features* are incorporated into the Project and do not constitute mitigation measures.

Table 3-7: Project Design Features

Resource Section	Project Design Features
Biology	The Project would include approximately four hundred eighty-seven (487) new trees to replace the approximately one hundred ninety-seven (197) trees on the site, of which seventy-one (71) are considered "heritage trees" by the City.
Cultural Resources	To avoid or minimize impacts to the historic Baker House, the Applicant will work with both the City and a qualified professional Architectural Historian, Kathryn McGee, as well as a qualified Structural Engineer and Historic Architect with experience working on historic properties, to design a rehabilitation and adaptive reuse project for the Baker House that conforms with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards).
Hazardous Materials	The Project site includes three warehousing uses which would use hazardous materials and substances including cleaners, paints, solvents, and fertilizers and pesticides for site landscaping in limited quantities. The Project does not propose uses typically associated with hazards and hazardous materials, such as industrial, raw materials processing and storage, and manufacturing on the Project site.
Public Services	▪ Rancho Cucamonga requires that all new nonresidential buildings over 5,000 square feet provide built-in fire sprinklers. ▪ Developer will rehabilitate a historic house to a commercial shell condition for the purpose of reusing the structure as a community facility while preserving the exterior and interior integrity for historic purposes.

Resource Section	Project Design Features
Transportation and Traffic	The Applicant shall construct the following intersection improvements at the Project vicinity: ▪ Construct frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along Project's 9th Street, Vineyard Avenue, and Baker Avenue frontages. ▪ With the construction of the Project, the south curb along 9th Street would be reconstructed near the intersection with Vineyard Avenue and the exclusive eastbound left-turn lane would be removed. The eastbound approach on 9th Street at Vineyard Avenue would consist of a single shared lane for all movements. This intersection modification was modeled for the Opening Year (2021) with Project and Horizon Year (2040) with Project scenarios. ▪ Pay fair share contribution to stripe additional eastbound lane on 8th Street to create shared through-left turn lane and shared through-right turn lane. ▪ Modify ADA/corner cutoffs and related improvements for efficient truck circulation around the Project site: o Southwest corner of 9th Street and Vineyard Avenue o Northwest corner of 8th Street and Vineyard Avenue o Southwest corner of 8th Street and Vineyard Avenue o Northwest corner of 8th Street and Baker Avenue o Northeast corner of 8th Street and Baker Avenue
Utilities	▪ New connections to existing water and wastewater utility infrastructure in the Project area. ▪ Efficient design and material usage. ▪ Water and sewer plans shall be designed, and laterals constructed to meet the requirements of CVWD and the Municipal Code and be approved by CVWD. ▪ Trash enclosures located in areas where collection trucks do not have to back up into the public right-of-way. ▪ Enclosures located as close to main driveways as possible to reduce the distance bins have to be pushed for dumping. ▪ Consideration should be given during building design for the possible location of trash compactors and cardboard balers.
Wildfire	▪ The Project would provide built-in sprinklers in the proposed buildings in accordance with the standards set by RCFPD. ▪ The Project would construct a new 66-78-inch public storm drain to mitigate downstream flooding.

3.10 INTENDED USES OF THE EIR

Section 15124 (d) of the State CEQA Guidelines requires that an EIR project description include a list of permits and other approvals required to implement a proposed project, the agencies expected to use the EIR in their decision making, and related environmental review and consultation requirements. Based upon the results in the Jurisdictional Delineation Report, the Project would permanently impact approximately 0.01 acre of non-wetland water of the U.S./State jurisdictional by the Corps and RWQCB

and intermittent streambed jurisdictional by CDFW within the concrete-lined portion of Cucamonga Creek. Note that Project impacts are based on preliminary project designs, specifically an approximately 66 to 78-inch wide storm drain that would connect the storm drain system to the concrete-lined Cucamonga Creek. Permitting through the Corps, RWQCB, and CDFW would be required for impacts on non-wetland waters of the U.S./State jurisdictional by the Corps and RWQCB and streambed jurisdictional by CDFW. The anticipated approvals required to implement the Project are identified below by agency:

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE (CDFW)

- Approval of a streambed authorization agreements pursuant to Section 1602 of the California Fish and Game Code.

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—SANTA ANA (REGION 8) (RWQCB)

- Approval of a Water Quality Certification under Section 401 of the Clean Water Act.

OTHER AGENCIES

San Bernardino County Flood Control District

- Approval of modifications to existing drainage facilities.

United States Army Corps of Engineers (USACE)

- Approval of permits under Section 404 of the Clean Water Act to alter Waters of the United States.
- Approval of permits under Section 408 through the Civil Works program for the alteration of a Civil Works project.

4.0 ENVIRONMENTAL SETTING

This section of the EIR is intended to provide a general overview of the existing environmental setting, surrounding area, and background information. Refer to the following Sections (*Section 4.1* through *Section 4.19*) for a detailed explanation of each specific environmental setting that was evaluated with the implementation of the Project.

In conformance with Section 15125 (a) of the State CEQA Guidelines, an EIR must include a description of the physical environmental conditions from a local and regional perspective in the vicinity of the project as they exist at the time the Notice of Preparation (NOP) is published or at the time the environmental conditions by which a lead agency determines whether an impact is significant. This section provides a summary overview of the current regional and local setting of the Project.

REGIONAL LOCATION

This Project Area is located within the City of Rancho Cucamonga (City) more specifically in the southwestern region of the City. The City of Rancho Cucamonga is located in the southwestern region of San Bernardino County, approximately 5.29 miles south of the San Gabriel Mountains (Refer to *Exhibit 3.1, Regional Site Map*, in *Section 3.0*). Surrounding communities within five miles of the Project site include the Cities of Upland, Ontario, Claremont, and Fontana. The City of Rancho Cucamonga is approximately 50 square miles including the sphere of influence located at the northern boundary of the City limit. The City is located along the foothills of the San Gabriel Mountains and adjacent to the San Bernardino National Forest boundary. The City's eastern boundary is the City of Fontana and the Interstate (I)-15 Freeway.

The 46.95 net acre site is located approximately 1.4 miles north of the I-10 Freeway/Vineyard Avenue on/off ramp, approximately 2.9 miles south of the SR-210 Freeway/Carnelian Street on/off ramp, and 2.3 miles east of State Route 83.

REGIONAL PLANNING CONTEXT

The Southern California Association of Governments (SCAG) the nation's largest metropolitan planning organization (MPO), representing six counties, 191 cities and more than 19 million residents. SCAG is currently the Metropolitan Planning Organization of six of the ten counties in Southern California, serving Imperial County, Los Angeles County, Orange County, Riverside County, San Bernardino County, and Ventura County.

The SCAG Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Plan) on September 2, 2020. The 2020 RTP/SCS includes goals and policies applicable to transportation and land use projects. The Project's consistency with the 2020 RTP/SCS goals and policies are discussed in *Section 4.3, Air Quality; Section 4.16, Transportation and Traffic;* and briefly in *Section 4.11, Land Use and Planning.*

The City of Rancho Cucamonga is within the South Coast Air Basin (SoCAB) which is under SCAQMD jurisdiction. The SoCAB includes portions of San Bernardino County, Los Angeles County, and Riverside County, and the entirety of Orange County. SCAQMD is the entity responsible for mitigating emissions from stationary, mobile and indirect sources. SCAQMD utilizes a sequence of Air Quality Management Plans (AQMPs) that contain rules and regulations directed at attaining the National Ambient Air Quality

Standards (NAAQS) and California Ambient Air Quality Standards (CAAQA). Refer to the AQMP discussion within *Section 4.3*, *Air Quality.*

The Project site is within the Airport Influence Area (AIA) of the Ontario International Airport. The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by the Ontario City Council on April 19, 2011 to promote compatibility between Ontario International Airport and the land uses that surround it. The City adopted goals and policies in the Rancho Cucamonga GP to support the ONT ALUCP Plan. *Section 4.9, Hazards and Hazardous Materials* discusses the Project and potential impacts of the Project with the implementation of the ONT ALUCP.

PROJECT LOCATION

The Project would occupy approximately 46.95 net acres of land in the southwest corner of the City. Specifically, the Project is located south of 9th Street, directly west of Vineyard Avenue, directly north of the Burlington Northern Santa Fe (BNSF) railway, and directly east of Baker Avenue. Refer to *Section 3.0, Project Description,* for additional information regarding the Project's characteristics.

LAND USE AND ZONING DESIGNATIONS

The Project site has a General Plan designation of Neo-Industrial Employment District[1], as shown in *Exhibit 4.11-1, General Plan Land Use Map.* This exhibit is based on the City's General Plan Viewer[1]. As discussed in *Section 4.11, Land Use and Planning, Table 4.11-1* identifies that the majority of the Project site is currently zoned for Neo-Industrial (NI), with APN 0207-271-89 zoned for Industrial Park (IP).[2]

EXISTING LAND USES

The Project site has been previously developed and disturbed with multiple residential, commercial, and industrial structures, all of which are currently vacant. One industrial building exists on the eastern portion of APN 0207-271-25 with an existing driveway leading westward from the building to Baker Avenue. One industrial building exists on APN 0207-271-93. A commercial/industrial building exists in the northeastern portion of the Project site in APN 0207-271-94. One existing office building exists on APN 0207-271-27. Additionally, there is an approximately 75-foot tall cellular tower in the southeast corner of the site on APN 0207-271-93.

Refer to *Section 3.0*, *Project Description,* for a detailed description of the Project components. The main uses are primarily light industrial and warehousing, but residential neighbors border the Project site to the west and north. The BNSF railway and properties zoned for industrial uses are directly south of the site. Within and adjacent to the Project's eastern boundary is the Cucamonga Creek that extends from the San Gabriel Mountains south into the Santa Ana River at the Prado Dam.

ZONE CHANGE

The Project proposes to amend the zoning designation of parcels 0207-271-25, 39, and 40 from Neo-Industrial (NI) to Industrial Park (IP), for the purpose of restricting the permitted uses and applicable development standards of the proposed Buildings 2 and 3, in order to increase compatibility with the

[1] City of Rancho Cucamonga. ND. General Plan Viewer. https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=e29b6dcd1a374a9da53cb4f96686bd5e (accessed January 2022).

[2] City of Rancho Cucamonga. 2022. Zoning. https://rcdata-regis.opendata.arcgis.com/datasets/73e702bd20824e3487fcc471f642a777_3/explore?location=34.094506%2C-117.611262%2C16.38 (accessed January 2022).

nearby residential land use designations to the west of Baker Avenue. For additional information, please reference *Section 3.0, Project Description*.

ENVIRONMENTAL IMPACT ANALYSIS

Organized in accordance with Appendix G of CEQA Guidelines, the following sections provide an integrated discussion of the affected environment, regulatory and environmental settings, and environmental impacts with feasible mitigation measures, which would minimize or avoid potentially significant impacts associated with the implementation of the 9th and Vineyard Development Project. The purpose of this section is to also inform state and local decision-makers, and the public of the environmental factors that could result in addition to the proposed and approved cumulative development of the City of Rancho Cucamonga.

Based on the information provided in the Notice of Preparation (NOP) that was prepared and circulated on November 18, 2019, and due to the significant size of the Project, the City determined that a Project Environmental Impact Report (EIR) is required for the 9th and Vineyard Development Project. The Project's environmental setting, impacts, and applicable mitigation measures related to each environmental impact area are described in *Sections 4.1* through *Section 4.19*.

Section 4.0 is organized into the following environmental topic areas:

- Section 4.1 Aesthetics
- Section 4.2 Agriculture and Forestry Resources
- Section 4.3 Air Quality
- Section 4.4 Biological Resources
- Section 4.5 Cultural Resources
- Section 4.6 Energy
- Section 4.7 Geology and Soils
- Section 4.8 Greenhouse Gas Emissions
- Section 4.9 Hazards and Hazardous Materials
- Section 4.10 Hydrology and Water Quality
- Section 4.11 Land Use and Planning
- Section 4.12 Mineral Resources
- Section 4.13 Noise
- Section 4.14 Population and Housing
- Section 4.15 Public Service and Recreation
- Section 4.16 Transportation and Traffic
- Section 4.17 Tribal Cultural Resources
- Section 4.18 Utilities and Services
- Section 4.19 Wildfire

As discussed above, each potentially significant environmental issue area is addressed in a separate EIR Section and is organized into the following Subsections:

- **"Environmental Setting"** provides an overview of the existing physical environmental conditions in the study area that could be affected by implementation of the Project (i.e., the "affected environment").
- **"Regulatory Setting"** identifies the plans, policies, laws, and regulations that are relevant to each resource area and describes permits and other approvals necessary to implement the Project. As noted above, the EIR needs to address possible conflicts between the Project and the requirements of federal, state, regional, or local agencies, including consistency with adopted land use plans, policies, or other regulations for the area. Therefore, this subsection summarizes or lists the potentially relevant policies and objectives, such as from the applicable *City of Rancho Cucamonga General Plan* and *Municipal Code*.

- **"Standards of Significance"** provides the criteria used in this document to define the level at which an impact would be considered significant in accordance with CEQA. Significance criteria used in this EIR are based on the checklist presented in Appendix G of the State CEQA Guidelines, factual or scientific information and data, and regulatory standards of Federal, state, and local agencies. This also lists the applicable Project Design Features that the Project will implement aside from any applicable mitigation measure to keep the Project in compliance with any regulatory or building code. Project Design Features include necessary BMPs, fees and project design requirements to comply with applicable local, state, and federal regulations.
- **"Project Impacts and Mitigation"** are listed numerically and sequentially throughout each section, for each Project component. A bold font impact statement precedes the discussion of each impact and provides a summary of each impact and its level of significance. The discussion that follows the impact statement includes the analysis on which a conclusion is based regarding the level of impact and its effect pursuant to local, state and federal regulation and laws.
- **"Cumulative Impacts"** identifies potential environmental impacts of past, present and reasonably foreseeable future projects, in combination with the Project;
- **"Significant Unavoidable Impacts"** identifies environmental impacts that would remain significant even with implementation of reasonable and feasible mitigation measures.
- **"References"** used to write the Draft EIR sections are listed here.

The level of impact of the Project is determined by comparing estimated effects with baseline conditions, in light of the thresholds of significance identified in the EIR. Under CEQA, the existing environmental setting normally represents baseline conditions against which impacts are compared to determine significance. The environmental baseline is typically set as the date of Notice of Preparation distribution unless more recent data is determined appropriate for utilization in the EIR. Project component-specific analyses are conducted to evaluate each potential impact on the existing environment. This assessment also specifies why impacts are found to be significant, potentially significant, or less than significant, or why there is no environmental impact.

"Mitigation Measures" are recommended where feasible to avoid, minimize, offset, or otherwise compensate for significant and potentially significant impacts of the Project, in accordance with the State CEQA Guidelines (Section 15126.4). Each mitigation measure is identified by resource area, numerically, and sequentially. For example, mitigation measures in *Section 4.4,* Biological Resources, are numbered BIO-1, BIO-2, and so on. Pursuant to CEQA, the EIR provides a brief discussion of potential significant impacts of a given mitigation measure, if applicable.

A significant effect on the environment is defined for CEQA purposes as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project. A potentially significant impact is one that, if it were to occur, would be considered a significant impact; however, the occurrence of the impact is uncertain. A "potentially significant" impact and "significant" impact are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation. A "less than significant" impact is one that would not result in a substantial adverse change in the physical environment (applicable significance thresholds would not be exceeded in consideration of Project Design Features and existing laws, ordinances, standards or regulations).

Both direct and indirect effects of the Project are evaluated for each environmental resource area. Direct effects are those that are caused by the action and occur at the same time and place. Indirect effects are reasonably foreseeable consequences that may occur at a later time or at a distance that is removed from the Project area, such as growth-inducing effects and other effects related to changes in land use patterns, population density, or growth rate, and related effects on the physical environment.

Cumulative impacts are discussed below and throughout *Section 4.0*, at the end of each individual resource section.

There are no mitigation measures proposed when there is no impact or the impact is determined to be "less than significant" prior to mitigation. Where sufficient feasible mitigation is not available to reduce impacts to a less than significant level, the impacts are identified as remaining "significant and unavoidable."

CUMULATIVE IMPACT ANALYSIS

In addition to the Project-specific impacts, the environmental analysis within this EIR identifies the potential environmental effects associated with cumulative development. CEQA Guidelines Section 15130 *et seq.* requires this EIR to analyze the cumulative impacts of the Project in conjunction with other developments that affect or could affect the project area. Furthermore, CEQA requires that the cumulative impacts must reflect the level of significance of each impact and their likelihood of occurring. However, the discussion does not need to be as extensive as the discussion of the environmental impacts attributable to the Project. In accordance with CEQA Guidelines Section 15355:

> *"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."*

Section 15130(a)(1) also states that a "cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." If the combined cumulative impact associated with the Project's impact is not significant, Section 15130(a)(2) of the State CEQA Guidelines states requires a brief discussion determining why the cumulative impact is not significant and why it is not discussed in further detail. CEQA Guidelines Section 15130(a)(3) requires a supporting analysis be included in the EIR if Project's contribution results in a significant cumulative impact that is rendered less than cumulatively considerable and, therefore, is not significant. Furthermore, CEQA recognizes that although a detailed analysis of cumulative impacts in conjunction with project-related impacts isn't necessary, the discussion should "be guided by the standards of practicality and reasonableness" (State CEQA Guidelines Section 15130(b)). The discussion of cumulative impacts within this Draft EIR focuses on whether the impacts of the Project are cumulatively considerable.

For purposes of this EIR, the Project would cause a cumulatively considerable and therefore significant cumulative impact if:

- The cumulative effects of other past, current, and probable future projects without the Project are not significant and the Project's incremental impact is substantial enough, when added to the cumulative effects, to result in a significant impact.
- The cumulative effects of other past, current, and probable future projects without the Project are already significant and the Project would result in a cumulatively considerable contribution to the already significant effect. The standards used herein to determine whether the contribution is cumulatively considerable include the existing baseline environmental conditions, and whether the Project would cause a substantial increase in impacts, or otherwise exceed an established threshold of significance.

The approach and geographic scope of the cumulative impact evaluation vary depending on the environmental topic area being analyzed. The individual "Cumulative Impacts" subsections within each environmental topic present impacts and mitigation measures for the Project. Each section of the DEIR begins with a summary of the approach and the geographic area relevant to that environmental topic area. For most environmental topic areas, the list approach is used. The list of potentially relevant projects as well as methodology and relevant planning documents are discussed in each impact section's discussion of "Cumulative Impacts."

The cumulative analysis must be in sufficient detail to be useful to the decision-maker in deciding whether, or how, to alter the Project to lessen cumulative impacts. *Table 4-1, Cumulative Projects List* provides a list of projects that were used in assessing the potential for cumulative impacts from the Project. Most of the projects included in the cumulative analysis are undergoing, or will be required to undergo, their own independent environmental review under CEQA. Significant adverse impacts of the cumulative projects would be required to be reduced, avoided, or minimized through the application and implementation of mitigation measures. The net effect of these mitigation measures is assumed to be a general lessening of contribution to cumulative impacts. This discussion, found at the end of each impact section, provides an analysis of overall cumulative effects of the Project taken together with other past, present, and reasonably foreseeable probable future projects.

GEOGRAPHIC SCOPE

In respect to this EIR analysis, cumulative effects can generally be geographically classified as localized, site-specific resource issues, regional, watershed level resource issues and global resource issues. At the localized, site-specific resource scale, the Project's cumulative impacts have been analyzed for all 19 resource topics.

Each of the cumulative impact categories (EIR Section 4.0) is analyzed and regulated by different agencies and associated regulatory or policy documents, in order to best protect the resource in question. The analysis of cumulative effects considers a number of variables, including geographic (spatial) limits, time (temporal) limits, and the characteristics of the resource being evaluated. The geographic scope of each analysis is based on the topography surrounding the Project site and the natural boundaries of the resource affected, rather than jurisdictional boundaries. The geographic scope of cumulative effects will often extend beyond the scope of the direct effects, but not beyond the scope of the direct and indirect

effects of the Project. The EIR addresses the Project's potentially significant impacts, recommends Project-specific mitigation measures, and then also identifies existing or recommended measures to address potential cumulative impacts.

4.0.1 PROJECT APPROACH

There are two commonly used approaches, or methodologies, for establishing the cumulative impact setting or scenario. One approach is to use a "list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those project outside the control of the agency, …" (14 CCR Section 15130(b)(1)(A)). The other is to use a "summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect" (14 CCR Section 15130(b)(1)(B)).

This EIR uses the list-based approach plus the "previously certified EIR" approach ("hybrid approach") to provide a tangible understanding and context for analyzing the cumulative effects of a project. *Table 4-1, Cumulative Projects List*, provides information pertaining to relevant projects within Rancho Cucamonga that are in the vicinity of the Project site. The City of Rancho Cucamonga General Plan and other planning documents (such as recent City of Rancho Cucamonga CEQA documents, and SCAG's RTP/SCS EIR) were used as additional reference points in establishing the cumulative scenario for the analysis. Taken together, the projects identified in *Table 4-1* provide context as to the nature of potential cumulative projects, and the previous CEQA documents provide further context as to cumulative impacts considered for prior projects. The intent of the cumulative impact discussions is to provide sufficient information to inform decision-makers and the public, rather than "tiering" off of prior CEQA documents for cumulative impacts.

4.0.2 TYPES OF PROJECTS CONSIDERED

The following project summaries represent past, present and probable future projects that could result in cumulative impacts when combined with the Project. Related projects and other possible development in the Project area determined as having the potential to interact with the Project to the extent that a significant cumulative effect could occur are outlined in Table 4-1. The project list was provided by the City of Rancho Cucamonga and the City of Ontario. The Traffic Impact Analysis (TIA) evaluated all projects within a 1-mile radius from the Project site as required by the City of Rancho Cucamonga and the City of Ontario. The TIA Cumulative Projects are listed separately at the end of *Table 4-1, Cumulative Projects*.

Exhibit 4.0-1, Location of Cumulative Projects and the following *Table 4-1, Cumulative Projects List,* presents the list and location of projects that have been identified in the City of Rancho Cucamonga:

Table 4-1: Cumulative Projects List

Project #	Project Name	Location/Address	City	Type of Project	Nature
1	Sycamore Heights	Northside of Foothill Boulevard, between Red Hill Country Club Drive and the Pacific Electric Trail Right-of-Way	Rancho Cucamonga	Residential	Subdivide 24.19 AC into 6 parcels to construct 175 attached condo units.
2	Weaver Lane	Eastside of Carnelian St., North of Hillside Rd. APN: 1061-261-01	Rancho Cucamonga	Residential	Subdivide 18.2 acres into 26 lots for detached single family residential homes.
3	Day Creek Villas	Terminus of Firehouse Ct., West of Day Creek Blvd. APN: 1089-031-36	Rancho Cucamonga	Residential	Construction of 140-unit affordable senior housing units on 4 AC.
4	East Avenue Villa	6737 East Ave	Rancho Cucamonga	Residential	Twelve (12) single-family detached homes
5	DRC2019-00558	North of the 210 Fwy, east of East Ave at the Easterly extension of Wilshire Dr. and Copley Dr. APN: 0226-102-30	Rancho Cucamonga	Residential	Ten (10) single-family detached homes
6	Cadence Senior Assisted Living	10459 Church St	Rancho Cucamonga	Residential	Construction of 97-unit affordable senior housing units
7	SUBTPM 18961 6-Lot Subdivision	Brittany Lane and Sapphire	Rancho Cucamonga	Residential	Six (6) single-family detached homes
8	Westbury	West Side of East Avenue North of Foothill	Rancho Cucamonga	Residential	Construction of mixed use development consisting of 131 residential units, 4 commercial ready units and a 1,500 SF commercial space on 11.44 AC.
9	Cityscape	Northwest Corner of Foothill and Etiwanda	Rancho Cucamonga	Residential	Mixed Use Project w/ 160 Units
10	City Center	South Side of Foothill and East of Haven	Rancho Cucamonga	Mixed Use	Mixed Use Project w/ 298 Units
11	The Bungalows at Terra Vista	SWC of Haven and Church	Rancho Cucamonga	Residential	Construction of 214 multifamily units
12	Pacific Reserve	North Side of Foothill West of Cornwall Court	Rancho Cucamonga	Residential	Construction of 73 multifamily units
13	Haven and Arrow	SWC of Haven Ave. and Arrow Rte.	Rancho Cucamonga	Mixed Use (office/medical/ restaurant MU)	200,175 SF commercial/ office complex w/ 6-story office bldg w/ restaurant, 3-story office building w/ restaurant, three (3)

Project #	Project Name	Location/Address	City	Type of Project	Nature
					1-story office & restaurant buildings, and a 2-level parking structure
14	Premier Swim Academy	7827 Haven Ave.	Rancho Cucamonga	Commercial Recreation	Construction of a 9,695 SF indoor swim school on 1.62 AC
15	Kiddie Academy	Southwest corner of Atwood Street and Victoria Park Lane	Rancho Cucamonga	Commercial	Construction of one (1) 10,763 SF child care facility on 1.21 AC
16	St. Mary's Montessori	6880 N Victoria Windrows Loop	Rancho Cucamonga	School	Addition of 9,974 SF to existing 6,600 SF child care facility
17	Carden Arbor View School	19th and Beryl	Rancho Cucamonga	School (18,000 sq.ft K-8 school)	One (1) private K-8 academic school
18	8281 Utica Office	8281 Utica	Rancho Cucamonga	Industrial (12,000 office building)	One (1) Industrial WHS Building
19	6th and Center Industrial	NEC 6th St and Center Ave	Rancho Cucamonga	Industrial (87,554 sq. ft industrial building)	Three (3) Industrial WHS Buildings
20	Foothill and Mayten Industrial	South of Foothill at Mayten Ave APN: 022901249	Rancho Cucamonga	Industrial (171,322 sq. ft industrial building)	Six (6) Industrial WHS Buildings
21	Hickory and Arrow Industrial	SWC of Hickory and Arrow	Rancho Cucamonga	Industrial (34,161 sq. ft industrial building)	One (1) Industrial WHS Building
22	BOB 2.0	8794 Lion St.	Rancho Cucamonga	Commercial (15,000 sq.ft. warehouse)	One (1) Industrial WHS Building
23	Milliken and Jersey Industrial	NWC of Jersey Blvd. and Milliken Ave.	Rancho Cucamonga	Industrial (143,014 sq. ft. industrial building)	One (1) Industrial WHS Building
24	7th and Center Industrial	9063 Center Ave.	Rancho Cucamonga	Industrial (110,743 sq. ft. industrial building)	One (1) Industrial WHS Building
25	REF Industrial Building Expansion	7915 Center Ave.	Rancho Cucamonga	Industrial (7,782 sq. ft industrial building)	7,782 SF expansion to 16,000 SF industrial building
26	Bolnado's 20K Building	8th and Vineyard	Rancho Cucamonga	Industrial (25,399 sq. ft. industrial building)	One (1) Industrial WHS Building
27	104,269 Industrial Building	East Side of East Avenue South of Arrow	Rancho Cucamonga	Industrial (104,269 sq. ft industrial building)	One (1) Industrial WHS Building

Project #	Project Name	Location/Address	City	Type of Project	Nature
28	1.452M warehouse building	12434 E 4th Street	Rancho Cucamonga	Industrial (1.45 mil sq. ft. industrial building)	One (1) Industrial WHS Building
29	Day Creek Villages	SWC of Day Creek Blvd. and Baseline Rd.	Rancho Cucamonga	Residential	Subdivide 28.4 Acres to construct mixed use project consisting of 392 residential units, a 71 room hotel and two restaurants totaling 21,627 SF.
30	The Resort	North of 4th St., South of the Metrolink Tracks, West of Milliken Ave., and East of Cleveland Ave.	Rancho Cucamonga	Residential	2,650 to 3,450 residential units, and up to 220,000 SF of non-residential uses.
31	Six Street	941 E. Sixth Street	Ontario	Residential	Construction of 37 multi-family apartment units on 1.13 AC
32	Virginia Ave.	1402 N. Virginia Ave.	Ontario	Residential	Construction of 88-unit apartment complex on 3.5 AC.
33	Fourth Street	2041 E. Fourth Street	Ontario	Public Right of Way	Subdivision of 6.11 AC for 55 single family detached homes.
Cumulative Projects Included in the Traffic Impact Analysis					
Sycamore Heights (Foothill & P&E Trail)		Red Hill Country Club Drive & E. Foothill Blvd	Rancho Cucamonga	Residential	Subdivide 24.19 AC into 6 parcels to construct 175 attached condo units.
WeCare Dialysis		8591 Grove Avenue	Rancho Cucamonga	Commercial (10,912 sq.ft medical office)	One (1) Medical Office Building
Phelan Development		8768 Ninth Street	Rancho Cucamonga	Industrial (50,771 to 95,188 sq.ft of industrial building)	Three (3) Industrial WHS Buildings
Bonaldo Engineering		Eighth Street & Vineyard Avenue	Rancho Cucamonga	Commercial (20,385 sq.ft industrial building)	One (1) Industrial WHS Building
Lord Constructors		Hellman Avenue & Feron Boulevard	Rancho Cucamonga	Industrial (17,200 sq. ft industrial building)	One (1) Industrial WHS Building
Feron Boulevard		9500 Feron Boulevard	Rancho Cucamonga	Industrial (140,000 sq. ft industrial building)	One (1) Industrial WHS Building
Overton Moore Properties		9000 Hellman Avenue	Rancho Cucamonga	Industrial (174,745 sq. ft industrial building)	One (1) Industrial WHS Building

Project #	Project Name	Location/Address	City	Type of Project	Nature
941 E. Sixth Street		941 E. Sixth Street	Ontario	Residential	Construction of 37 multi-family apartment units on 1.13 AC
1402 N. Virginia Ave.		1402 N. Virginia Ave.	Ontario	Residential	Construction of 88-unit apartment complex on 3.5 AC.
2041 E. Fourth Street		2041 E. Fourth Street	Ontario	Public Right of Way	Subdivision of 6.11 AC for 55 single family detached homes.
Source: Provided by David Eoff |Senior Planner on January 31st, 2020.					

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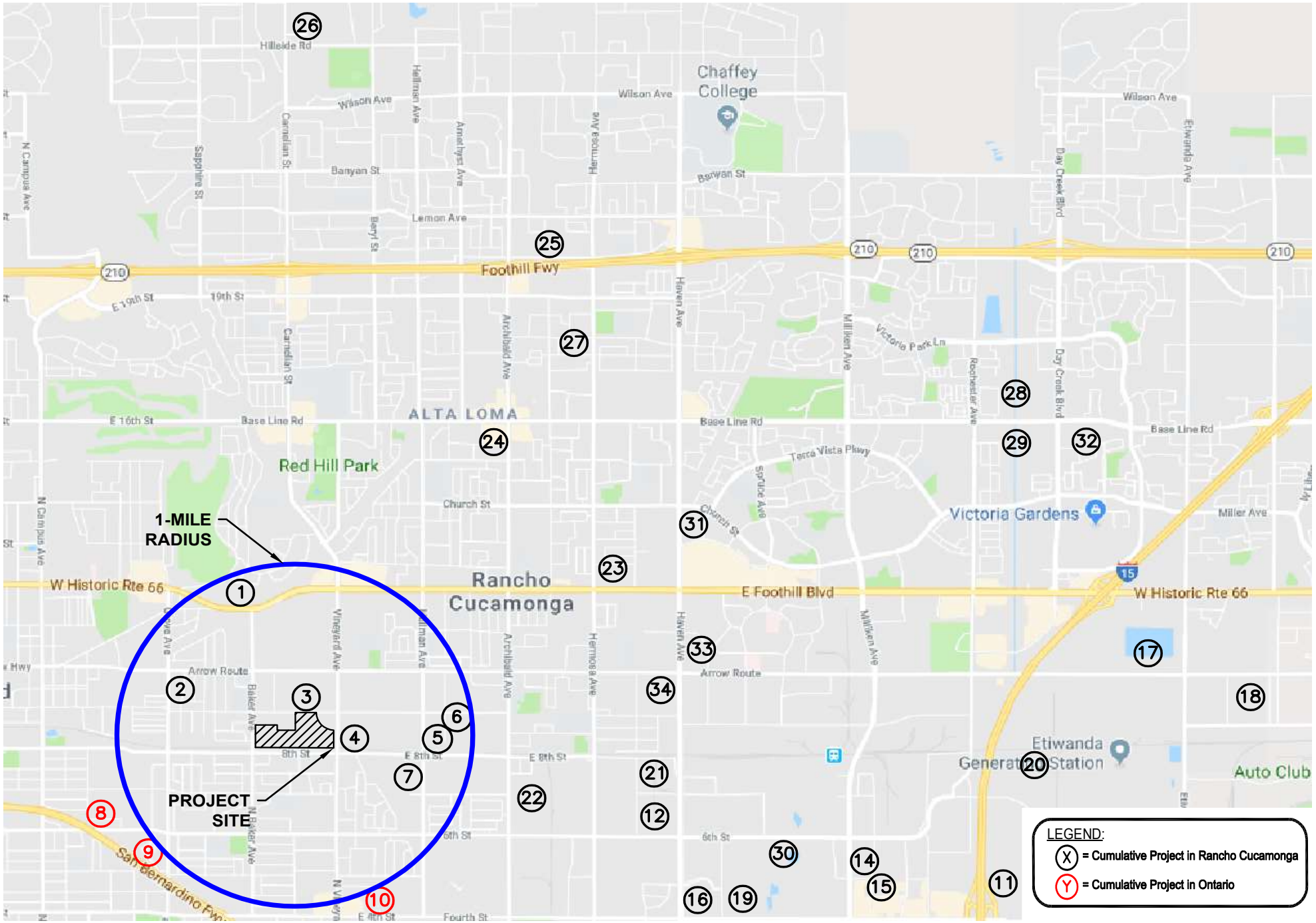

Exhibit 4.0-1: Location of Cumulative Projects
9th and Vineyard Development Project

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4.1 AESTHETICS

4.1.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the scenic vistas, visual resources, and aesthetic qualities present on and nearby the 9th and Vineyard Development Project (Project) area while assessing the potential impact the Project could have on those resources. The pre-development conditions of the landscape within and surrounding the Project area was used as the baseline which to compare potential impacts associated with the Project and would inform the degree of impact that the Project could have on that existing landscape. Federal, State, Regional, and Local regulations would provide further context regarding the area's visual character and the importance of its visual resources. Impacts in this section are assessed regarding their effects on scenic vistas, scenic resources (e.g., trees, rock outcroppings, or historic buildings) within scenic highways, or the degradation of the visual quality of the area. The analysis also considers the potential effects of light and glare generation from the Project.

VISUAL RESOURCE TERMINOLOGY AND CONCEPTS

When viewing the same landscape, people may have different responses to that landscape and any proposed visual changes, based upon their values, familiarity, concern, or expectations for that landscape and its scenic quality. Because each person's attachment to and value for a landscape is unique, visual changes to that landscape inherently affect viewers differently. However, generalizations can be made about viewer sensitivity to scenic quality and visual changes. Recreational users (e.g., hikers, equestrians, tourists, and people driving for pleasure) are expected to have a high concern for scenery and landscape character. People commuting daily through the same landscape generally have a moderate concern for scenery, while people working at industrial sites generally have a lower concern for scenic quality or changes to existing landscape character. The visual sensitivity of a landscape is affected by the viewing distances at which it is seen, such as close-up or far away. The visual sensitivity of a landscape is also affected by the travel speed at which a person is viewing the landscape (high speeds on a highway, low speeds on a hiking trail, or stationary at a residence). Sensitive visual resources include historic sites, archaeological sites, and tribal cultural resources. Visual resources, as they relate to tribal cultural resources, include tribal cultural landscapes which can be defined temporally (with regard to time) or geographically (such as by natural features such as a stream, boulder, or outcrop) and through oral traditions and cultural practices. For more information on tribal cultural resources, see *Section 4.17* of this Draft EIR.

The same project feature can be perceived differently by people depending on the distance between the observer and the viewed object. When a viewer is closer to a viewed object in the landscape, greater detail is visible, and there is greater potential influence of the object on visual quality because of its form or scale (relative size of the object in relation to the viewer). When the same object is viewed at background distances, details would be imperceptible but overall forms of terrain and vegetation are evident, and the horizon and skyline are dominant. In the middle ground, some detail is evident (e.g., the foreground), and landscape elements are seen in context with landforms and vegetation patterns (e.g., the background).

The following terms and concepts are used in the discussion below to describe and assess the aesthetic setting and Project impacts.

Scenic Vista. An area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, state, or local agency.

Scenic Highway. Any stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency.

Sensitive Receptors. Viewer responses to visual settings are inferred from a variety of factors, including distance and viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing periods. Viewers in commercial, military, and industrial areas are considered to have low sensitivity.

Viewshed. A project's viewshed is defined as the surrounding geographic area from which the Project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations. "Project viewshed" is used to describe the area surrounding a project site where a person standing on the ground or driving a vehicle can view the project site.

Visual character typically consists of the landforms, vegetation, water features, and cultural modifications that impart an overall visual impression of an area's landscape. Scenic areas typically include open space, landscaped corridors, and viewsheds. Visual character is influenced by many different landscape attributes including color contrasts, landform prominence, repetition of geometric forms, and uniqueness of textures among other characteristics.

4.1.2 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

The Project would be located in the southwest portion of the City of Rancho Cucamonga (City). The Project site would be developed on parcels classified with Neo-Industrial Employment District land use designations.[1] This land use type light industrial uses that support the growth of creative and innovative industries and new businesses. This designation also serves as a transition zone between sensitive uses, such as residential, and more intense industrial uses.[2]

The Project site contains multiple existing buildings and structures, all of which are currently vacant. *Table 4.1-1, Project Site Features,* summarizes the developed features observed on each of the Project parcels.

[1] City of Rancho Cucamonga. 2022. General Plan Viewer. https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=e29b6dcd1a374a9da53cb4f96686bd5e (accessed January 2022).

[2] City of Rancho Cucamonga. (2021). *PlanRC, Rancho Cucamonga General Plan Update.* Page 88. Rancho Cucamonga, CA: City of Rancho Cucamonga.

Table 4.1-1: Project Site Features

APN	Surface Feature
0207-271-25	One existing industrial building
0207-271-27	One existing office building
0207-271-39	Natural/Ornamental tree, exposed soil
0207-271-40	Historically significant building
027-271-89	Natural/native grass, exposed soil
0207-271-93	One existing industrial building
	Cell tower
0207-271-94	One industrial building
0207-271-96	
0207-271-97	Two concrete slabs

SCENIC VISTA

The City of Rancho Cucamonga General Plan Update EIR (Rancho Cucamonga GP EIR) identifies that the City's natural setting offers views and vistas of features that have both scenic and ecological value. The City's northern views include the San Gabriel Mountains and the San Bernardino National Forest which are visible from different locations due to the City's elevations and roadway system. Long open southern views from the City's foothills area provide scenic views of the City. These views to the north and south are at their most prominent along the straight portions of Archibald, Haven, and Etiwanda Avenues. Specific roadways allow for the viewing of other scenic resources, such as the remaining stands of eucalyptus windrows, vineyards, and natural vegetation.[3]

VISUAL CHARACTER

The Rancho Cucamonga GP EIR identifies the importance of natural visual resources, including mountain ranges and forests, and acknowledges that views of these features are frequently experienced by travelers along the City's roadways. On-site elevations range from approximately 1,165 feet above mean sea level (MSL) in the property's northwest corner to approximately 1,130 feet above MSL within the Project site's southeastern portion with a 1 gradient. The Project site is currently developed with multiple commercial/industrial buildings and exposed soil. Dominant visual features on the site are scattered industrial/commercial buildings, and vegetation. Dominant off-site visuals generally consist of industrial, commercial, and residential structures located north, west, east and south of the Project site.

SCENIC HIGHWAYS

No highways that are considered eligible or are officially designated as state scenic highways traverse the City or are in the City's vicinity. The nearest official state-designated highway is State Route (SR) 2 (Angeles Crest Scenic Highway) which runs from 2.7 miles north of SR 210 at La Canada eastward to the San Bernardino County Line. The Angeles Crest Scenic Highway is approximately 30 miles northwest of the Project. The nearest officially designated scenic highway within the County is SR 38 (Rim of the World Scenic Byway) as it runs from 0.1 east of South Fork Campground to 2.9 miles south of SR 18 at

[3] City of Rancho Cucamonga. (2021). *Rancho Cucamonga General Plan Update EIR*. Page 5.1-7. https://www.cityofrc.us/sites/default/files/2021-09/City%20of%20Rancho%20Cucamonga_GP%20Update%20and%20CAP_Draft%20EIR_September%202021.pdf. Rancho Cucamonga, CA: City of Rancho Cucamonga.

State Lane. This scenic highway is approximately 73 miles east of the Project.[4] No eligible highways are present in or near the Project site.

LIGHT AND GLARE

Light and glare in the Project area are typical of that found in urban and rural environments. Sources of light and glare include adjacent commercial and residential land uses. Stationary source lighting in the Project area is generated from building interiors and exterior sources (i.e., building illumination, security lighting, parking lot lighting, and landscape lighting) associated with uses adjacent to the Project site. The Project area is also influenced by light and glare from vehicle headlights, streetlights, and other sources that are present throughout the City.

4.1.3 REGULATORY SETTING

STATE

California Scenic Highway Program

The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment. Caltrans defines a scenic highway as any freeway, highway, road, or other public rights-of-way that transverses an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how much of the natural landscape a traveler sees and the extent to which visual intrusions degrade the scenic corridor. No officially designated scenic highways are located in the Project area or within the City of Rancho Cucamonga. The nearest designated scenic highway is State Route (SR) 142 (Carbon Canyon Road), located approximately 10.80 miles southwest from the southern City boundary and SR 2 (Angeles Crest Scenic Highway), located on the north side of the San Gabriel Mountains approximately 30 miles from the northern City boundary.

California Building Standards Code

The 2016 California Building Code (CBC), Title 24 of the California Code of Regulations (CCR), is administered by the California Building Standards Commission (CBSC). The CBC, as amended and adopted by each local jurisdiction, regulates the design of all new buildings within the State of California. The CBC also contains standards for outdoor lighting that are intended to improve energy efficiency and reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls. The 2016 CBC went into effect on January 1, 2017.

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Land Use and Community Character Chapter

The Land Use and Community Character Chapter of the City of Rancho Cucamonga GP provides guidance to promote the City's goals for current and future development. This chapter also contains goals and policies to guide urban design and character.

[4] Caltrans. (2017). *List of eligible and officially designated State Scenic Highways*. Retrieved from https://dot.ca.gov/-/media/dot-media/programs/design/documents/2017-03desigandeligible-a11y.xlsx. Accessed August 29, 2019.

Goal LC-1 A City of Places. A beautiful city with a diversity and balance of unique and well-connected places.

Policy LC-1.2 Quality of Place. Ensure that new infill development is compatible with the existing, historic, and envisioned future character and scale of each neighborhood.

Policy LC-1.3 Quality of Public Space. Require that new development incorporate the adjacent street and open space network into their design to soften the transition between private and public realm and creating a greener more human-scale experience.

Policy LC-1.4 Connectivity and Mobility. Work to complete a network of pedestrian- and bike-friendly streets and trails, designed in concert with adjacent land uses, using the public realm to provide more access options.

Policy LC-1.7 Design for Safety. Require the use of Crime Prevention Through Environmental Design (CPTED) techniques such as providing clear lines of sight, appropriate lighting, and wayfinding signs to ensure that new development is visible from public areas and easy to navigate.

Policy LC-1.8 Public Art. Require new construction to integrate public art in accordance with the City Public Arts Program.

Policy LC-1.9 Infill Development. Enable and encourage infill development within vacant and underutilized properties through flexible design requirements and potential incentives.

Policy LC-1.11 Compatible Development. Allow flexibility in density and intensity to address specific site conditions and ensure compatibility of new development with adjacent context.

Policy LU-1.12 Adaptive Reuse. Support the adaptive reuse of historic properties consistent with neighborhood character.

Policy LC-1.13 Improved Public Realm. Require that new development extend the "walkable public realm" into previously vacant and/or parking lot-dominant large single-use parcels of land.

Goal LC-2 Human Scaled. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

Policy LC-2.1 Building Orientation. Require that buildings be sited near the street and organized with the more active functions—entries, lobbies, bike parking, offices, employee break rooms and outdoor lunch areas—facing toward and prominently visible from the street and visitor parking areas.

Policy LC-2.2 Active Frontages. Require new development abutting streets and other public spaces to face the public realm with attractive building facades, and entries to encourage walking, biking, and public transit as primary—not "alternative"—mobility modes.

Policy LC-2.4 Tree Planting. Require the planting of predominantly native and drought-tolerant trees that shade the sidewalks, buffer pedestrians from traffic, define the public spaces of streets, and moderate high temperatures and wind speeds throughout the city.

Policy LC-2.5 Gradual Transitions. Where adjacent to existing and planned residential housing, require that new development of a larger form or intensity transition gradually to complement the adjacent residential uses.

Policy LC-2.8 Landscaping. Require development projects to incorporate high quality landscaping to extend and enhance the green space network of the city.

Resource Conservation Chapter

Goal RC-1 Visual Resources. A beautiful city with stunning views of the San Gabriel Mountains and the Inland Empire.

Policy RC-1.1 View Corridors. Protect and preserve existing signature public views of the mountains and the valleys along roadways, open space corridors, and at other key locations.

Policy RC-1.2 Orient toward View Corridors. Encourage new development to orient views toward view corridors, valley and mountains.

Policy RC-1.4 Dark Sky. Limit light pollution from outdoor sources, especially in the rural, neighborhood, hillside, and open spaces to maintain darkness for night sky viewing.

Policy RC-1.5 Transit Corridor Views. Require that new development along major transit routes and travel corridors include 360-project design and landscape or design screening of outdoor activity, and storage, including views from the transit routes and travel corridors.

City of Rancho Cucamonga Municipal Code

Rancho Cucamonga Municipal Code Title 17

The City of Rancho Cucamonga Municipal Code (Rancho Cucamonga MC) Title 17 summarizes the City's various land use zones and zoning districts and describes their development standards and purposes. The purpose of Title 17 is also to promote the consistent aesthetic character of the City and balance that character with continued development. Title 17 also contains provisions to manage light and glare levels in the City. In coordination with the Rancho Cucamonga GP, Title 17 presents guidelines to promote appropriate land use and City design.

Rancho Cucamonga Municipal Code Title 2

Rancho Cucamonga MC Section 2.24 identifies the need to preserve the aesthetic quality of historical resources and those not yet deemed historically significant but are deserving of recognition. These resources are described as irreplaceable and important. The section also deems it necessary to enhance the aesthetic quality of areas that are important to the future economic enhancement of the City.

Light and Glare Regulations

The City of Rancho Cucamonga MC Section 17.58.050, General lighting requirements of the City's Development Code contains regulations for all outdoor lighting. The regulations require lighting to be directed away from and shielded from adjacent residential areas, and to prevent stray light or glare from becoming a nuisance on adjacent properties. Also, levels of spillover light and glare are regulated in the performance standards for industrial districts and parking areas to avoid creating areas of intense light or glare.

Tree Preservation

The City of Rancho Cucamonga's Tree Preservation Ordinance (Chapter 17.80 of the Municipal Code) addresses trees, including heritage trees. The ordinance is intended to protect eucalyptus, palm, oak, sycamore, pine, and other trees growing within the City that are a natural aesthetic resource, which help define community character. Generally, these regulations include guidelines for the protection of heritage trees, tree replacement, and tree maintenance.

4.1.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for aesthetic impacts were derived from the Environmental Checklist in State CEQA Guidelines *Appendix G.* An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, the Project has a significant environmental impact if it would conflict with applicable zoning and other regulations governing scenic quality; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

METHODOLOGY AND ASSUMPTIONS

The Project and associated Project Design Features are evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning aesthetic resources. In addition to Project Design Features, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts from aesthetics examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: field observations conducted by Kimley-Horn, review of project maps and drawings, analysis of aerial and ground-level photographs, and review of various data available in public records, including review of relevant local planning documents. The

determination that a Project component will or will not result in "substantial" adverse effects on aesthetic resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.1.5 PROJECT IMPACTS AND MITIGATION

Impact 4.1-1: Would the Project have a substantial adverse effect on a scenic vista?

Level of Significance: Less than Significant Impact.

CONSTRUCTION

Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of highly-valued landscape for the public's benefit. The Project site is in the San Gabriel and San Bernardino Mountain's foreground. The Project site and its surroundings have been previously developed and is currently being used for varying intensities of residential and industrial uses. The Project site is not identified as a visually sensitive area. Because of the distance from scenic vistas, the Project site would not obstruct any views. Any associated visual impacts from the construction phases are expected to occur throughout the duration of construction and shall cease upon completion of the Project. Therefore, impacts related to an adverse effect on a scenic vista during construction would be less than significant impact.

OPERATIONS

Section 4.11, Land Use and Planning of this Draft EIR further details the Project's land uses and surrounding land uses. The Project site is made up of parcels with the Neo-Industrial Employment District land use designation. Adjacent properties to the north are designated as Neighborhood Center, Suburban Neighborhood – Low, and Industrial Employment uses. Properties to the west are designated as Traditional Neighborhood land uses. The BNSF railway and properties designated as Neo-Industrial uses directly south of the site are located within the City of Rancho Cucamonga on the north side of 8th Street. Across 8th Street, located within the City of Ontario, are properties with land use designations for Low Density Residential uses and one parcel designated for General Commercial uses. The included and surrounding parcels are also not within an area classified as scenic vista for the City. Scenic vistas include the San Gabriel Mountains and the San Bernardino National Forest at the northern end of the City. The Project is located near the southwest corner of the City, opposite the location of the two scenic vistas. The views of these vistas are noted to be most prominent along the straight portions of Archibald, Etiwanda, and Haven Avenues.[5] The Project does not intersect these avenues and they are not near the Project site.

Views of a scenic vista can be affected by the development of buildings and structures which could block visibility at different angles. The Project would have building heights ranging from approximately 39'-0" to 49'-6," all of which are below the City's 70-foot height limit.[6] The lower heights would minimize the potential obstruction of view associated with building development. Aerial photographs show that the Project site has been previously disturbed and developed with multiple structures and commercial/industrial and residential buildings. All of the existing buildings, with the exception of the

[5] City of Rancho Cucamonga. (2021). *Rancho Cucamonga General Plan Update EIR*. Page 5.1-7. Rancho Cucamonga, CA: City of Rancho Cucamonga.

[6] Rancho Cucamonga MC §17.36.040

historically significant residential building located at 8803 Baker Avenue (see *Section 3.0, Project Description* for more detail), would be removed and replaced with new buildings as part of the Project. Because the Project would be developed in an area that is currently occupied by buildings and structures, visibility in the area is not expected to be impeded considerably beyond existing conditions.

The Project would also be located near the City's southwest boundary. Residential units are located directly west, northwest, and north of the Project. Views of the City's scenic vistas, the San Gabriel Mountains and the San Bernardino National Forest, would not be further obscured for the residence's northwest and north of the Project. However, northeast views of the scenic vistas would be partially obscured for the residences located directly west of the Project. Aerial imaging shows small commercial/industrial developments directly south of the Project site which would have their northern, northwestern, and northeastern views of the scenic vistas obscured. However, as previously stated, the Project site has been previously developed with commercial/industrial structures and buildings. Views of the scenic vistas would have then been previously obscured by these previous structures and buildings. Therefore, impacts related to an adverse effect on a scenic vista during operations would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.1-2: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

There are no officially designated scenic highways in the City. The nearest officially designated scenic highway is Angeles Crest Scenic Highway located on the north side of the San Gabriel Mountains, approximately 30 miles northwest of the Project. The nearest officially designated scenic highway within the County is Rim of the World Scenic Byway as it runs from 0.1 east of South Fork Campground to 2.9 miles south of SR 18 at State Lane. Rim of the World Scenic Byway is approximately 73 miles east of the Project. The nearest highway eligible for state scenic highway designation is SR 142 (Chino Hills Parkway) as it runs eastward from Orange County Line to Peyton Drive. Chino Hills Parkway is approximately 16 miles southwest of the Project.[7] The Project is therefore not expected to affect scenic highways and no impact would occur.

There is a historically significant structure that would remain on the site and would be restored to be used as a City facility to benefit the adjacent residential communities. The Project would not impact the historic integrity of the structure as the Project is being designed with the incorporation of design features to be sensitive to the historic structure's setback, design, and function. Furthermore, the Project site was previously developed with commercial/industrial buildings and structures. Additionally, a Certificate of Appropriateness is being processed for the alterations to the structure as part of the Project to evaluate the restoration of the structure for the community facility. For additional detail regarding the treatment of the historically significant building, see *Section 3.0, Project Description*.

[7] California Department of Transportation. (2018). *Scenic Highway System List*. July 5, 2018. Retrieved from http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html.

As described in *Section 4.4, Biological Resources*, a total of 197 trees are expected to be removed prior to any grading or excavating activities, thereby potentially affecting scenic resources in the project area. However, as identified Section 4.4, the removed trees would be replaced by approximately four hundred eighty-seven (487) new trees (see *Exhibit 3.6*). As identified in Standard Conditions and Requirements SC BIO-3, an arborist report and a Tree Removal Permit issued in compliance with §17.16.080 of the City of Rancho Cucamonga Development Code must be obtained to remove any tree which meets the criteria of a heritage tree, as described in the City of Rancho Cucamonga Development Code §17.80. A tree removal permit is described in *Section 3.0, Project Description* and is requested as part of the Project. Further, pursuant to Section 17.56.080 of the Rancho Cucamonga Development Code, the Project's proposed landscape would include replacement trees consistent with the requirements of the Development Code. Those trees are as shown on the landscape plan to be reviewed and approved by the City with the Design Review application submitted for the Project. Adherence to Standard Conditions SC BIO-1, and replacement of tree's pursuant to the development code would reduce the potential impacts on scenic resources from the removal of trees. No other scenic resources such as trees, rock outcroppings are known to exist on the site. Therefore, impacts related to the substantial damage of scenic resources would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.1-3: In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Level of Significance: Less than Significant Impact.

CONSTRUCTION

Consistent with standard construction practices, equipment, vehicles, and materials would be staged within a designated area on the Project site during construction. Although equipment staging could potentially be viewed from adjacent properties, this would be temporary and would cease upon completion of construction. Therefore, short-term construction impacts related to existing visual character and quality would be less than significant.

OPERATIONS

The Project would be constructed in a previously developed, urbanized area and would be developed on a site located within the Neo-Industrial Employment District land use designation and Neo-Industrial (NI) and Industrial Park (IP) zoning designations with prominent views of the San Gabriel Mountains to the north and views of the San Bernardino Mountains to the east; all visible from the Project site. The Project proposes to amend the zoning designations of a portion of the Project site along Baker Avenue, for the purpose of restricting the permitted uses and applicable development standards of the proposed Buildings 2 and 3, in order to increase compatibility with the nearby residential land use designations. For additional information, see *Section 3.0, Project Description*. Additionally, *Table 4.1-2, Development Standard Consistency,* summarizes development standards set by the City development code and the

Project's consistency with preserving views and scenic quality by maintaining setbacks and building heights under the maximum permitted by the code.

Table 4.1-2: Development Standard Consistency

Development Standard	Neo-Industrial (NI)	Industrial Park (IP)	Project
Maximum Height*	70 feet	70 feet	Building 1: 49'-6" (est.)
			Building 2: 44'-6" (est.)
			Building 3: 47'-6" (est.)
Floor Area Ratio	40-60%	40-60%	Building 1: 51.49%
			Building 2: 51.69%
			Building 3: 50.57%
Secondary Street Setbacks (Building)	35 feet	35 feet	±167 feet (Vineyard Ave)
Secondary Street Setbacks (Parking)	20 feet	20 feet	±37 feet (Vineyard Ave)
Secondary Street Setbacks (Avg. Depth of Landscaping)	35 feet	35 feet	±44 feet (Vineyard Ave)
Collector Street Setbacks (Building)	25 feet	25 feet	±158 feet (Baker Ave)
			±279 feet (9th Street)
Collector Street Setbacks (Parking)	15 feet	15 feet	±36 feet (Baker Ave)
			±39 feet (9th Street)
Collector Street Setbacks (Avg. Depth of Landscaping)	25 feet	25 feet	±33 feet (Baker Ave)
			±47 feet (9th Street)

Source: Rancho Cucamonga MC § 17.36.040.
* Note that Table 17.36.040-1 and Table 17.36.040-2 contain the allowed developments standards described above.

Additionally, a Conceptual Landscape Plan (*Exhibit 3.6*) has been submitted for review with the Design Review entitlement package. The on-site landscaping would cover approximately 11.4 percent of parcel 1 and 9.3 percent of parcel 2, and 14.6 percent of parcel 3. The City's applicable landscape development standards require a 10 percent landscape requirement for parcels within the Neo-Industrial (NI) zone and a 15 percent landscape requirement for parcels within the Industrial Park (IP) zone. The Project is required to provide a cumulative landscape minimum of 11.9 percent (241,693 SF) and is exceeding the landscaping requirement with a cumulative amount of landscaping provided of 12.0 percent (242,256 SF). See *Table 4.1-3, Landscape Standards Consistency* below for confirmation of compliance with this development standard.

Table 4.1-3 Landscape Standards Consistency

Standard	Parcel 1	Parcel 2	Parcel 3[2]	Project
Net Site Area (SF)	1,236,223 SF	252,512 SF	534,618 SF	2,023,353 SF
Landscape Required (SF)	123,623 SF	37,877 SF	80,193 SF	241,693 SF
Landscape Required (%)	10%	15%	15%	11.9%
Landscape Provided (SF)	140,724 SF	23,490 SF	78,042 SF	242,256 SF
Landscape Provided (%)	11.4	9.3	14.6	12.0%

[1] Source: Rancho Cucamonga MC § 17.36.040, Table 17.36-040-1
[2] Parcel 3 currently has two (2) different zoning designations, Neo-Industrial (NI) and Industrial Park (IP), each with unique landscape requirements, while Parcel 2 is currently zoned Neo-Industrial (NI). Per Section 3.7, the Project is proposing a Zoning Map Amendment which would cause Parcel 2 and Parcel 3 to be entirely within the Industrial Park (IP) zoning designation. The Industrial Park (IP) zoning designation's development standards require a minimum landscape percentage of 15 percent.

The Project would include approximately four hundred eighty-seven (487) new trees (see *Exhibit 3.6*) to replace the approximately one hundred ninety-seven (197) trees on the site, of which seventy-one (71) are considered "heritage trees" by the City. Pursuant to the City Municipal Code Chapter 12.30 - *Convenience Tree Removal* and Section 17.56.080 – *Removal and Replacement of Required Landscaping*, a tree removal permit would be sought to remove the 71 heritage trees, including multiple river red gum eucalyptus trees from the Project's 9th Street and Vineyard Avenue right-of-way (ROW) frontages. Removal of the heritage trees would also require an arborist report to ensure that the regulations presented in Rancho Cucamonga MC § 17.80 (Tree Preservation Ordinance) are followed. The removed trees would be replaced with aesthetically pleasing landscaping throughout the Project, which would exceed landscaping requirements set forth by the City. Since a tree removal permit is required, the Project would not require additional mitigation regarding on-site scenic quality.

Furthermore, the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP) also provides for maximum building heights within its influence area depending on surface elevation.[8] The Project site is within an ALUCP region with a 100 to 150-foot height limit.[9] The Rancho Cucamonga MC further refines this policy by stating that when in City limits, areas of the ALUCP which allow for building heights greater than 70 feet would be limited to a maximum of 75 feet unless a conditional use permit (CUP) is granted.[10]

The Project's building heights, as summarized in *Table 4.1-2,* would not exceed the 75-foot height limit presented by the Rancho Cucamonga MC and would therefore not require a CUP. All structures within the Project would be well below both the City's and the ALUCP's maximum height standards. These building heights would further reduce any impacts to public views and maintain view of the City's scenic vistas which include the San Gabriel Mountains to the north and the San Bernardino Mountains to the east. As previously stated, residences west of the Project would have partially obstructed views due to the Project, but the Project would not impact the residences directly north and northwest.

A historically significant house is currently located on the western portion of the Project site near Baker Avenue. The historic home would be restored and donated for future use as a City facility to benefit the adjacent residential communities. The building's underlying site area totaling approximately 0.5 acres would be dedicated to the City in fee, and improved with a parking area to accommodate visitors, as well as landscaping and hardscape improvements. The Applicant is currently in the process of working to design the rehabilitated Baker House and associated site improvements to the satisfaction of the City of Rancho Cucamonga. The final conceptual design would be approved by the City via the Certificate of Appropriateness discretionary approval, consistent with the Municipal Code.

Other policy requirements have been incorporated into the Project design, including parking stall layout and lot coverage. This can be seen in *Exhibit 3.3: Master Site Plan.* Further information regarding Project design, necessary permits, and land use regulations are provided in *Section 3.0, Project Description and Section 4.11, Land Use and Planning* of this Draft EIR.

Indirect sources of lighting would come from trucks and employee passenger vehicles during transit. Direct lighting for the Project would stem from the use of parking lot illumination and various security

[8] The City of Ontario Airport Compatibility Planning. (2011) *LA/Ontario International Airport Land Use Compatibility Plan.* Page 2-26. Santa Rosa, CA: Mead and Hunt, Inc

[9] Ibid. *Map 2-4: Compatibility Policy Map: Airspace Protection Zones*

[10] Rancho Cucamonga MC § 17.36.040(D)(2)

lights around the property. Other lighting would be indoors and not visible to the surrounding area. The City's development code requires that all outdoor lighting in its installation or operation be directed downward or toward a building or structure. The development code also requires that the sources of light for the Project be completely shielded in order to prevent glare and light leak effects to the surrounding properties. For industrial properties, the City requires free-standing light fixtures to be at or below 25 feet, unless they are abutting a residential property, in which case the height maximum is lowered to 15 feet.[11] Illumination requirements presented in the City's development code would also be applied to the Project, furthering both the Project's compliance with regulations and the general safety of the site.

All equipment is required to be screened from public view in accordance with the Municipal Code. The buildings would also be designed to be aesthetically consistent with surrounding uses and developments. The design elements including support structures, walls, parking areas, equipment shelters, etc. would be incorporated to ensure full compliance with the City's development code and the minimization of any negative impacts due to aesthetics or light and glare policies. The Project would comply with any applicable regulations regarding scenic quality. Therefore, impacts on scenic quality would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.1-4: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Level of Significance: Less than Significant Impact.

CONSTRUCTION

Existing sources of light and glare in the immediate Project area include streetlights, outdoor safety and security lighting associated with adjacent developments, and the residential development to the north and west. Project construction would utilize temporary lighting to illuminate the work site. These lights would be used to improve visibility and safety on the site and would be directed to maximize site visibility and minimize glare to sensitive receptors. Lighting would also be properly screened to avoid further impact to nearby receptors. The nearest sensitive receptor to the Project is a neighborhood of single-family residential properties on the western side of Baker Avenue. Project construction would be limited to daytime hours (unless otherwise approved by the City of Rancho Cucamonga), and nighttime lighting for security would be shielded away from existing residential properties. Therefore, no short-term impacts associated with light and glare would occur.

OPERATIONS

The Project would be developed in a previously developed and urbanized area. Developed and urbanized areas often have higher levels of light and glare than non-urbanized or undeveloped areas. The Project site has also been developed and contains existing commercial/industrial buildings. These buildings would be replaced by the Project. The Project would be utilized for similar uses as the existing buildings and is not anticipated to significantly increase baseline lighting and glare conditions for the

[11] Rancho Cucamonga MC § 17.58.050.

area. Lights would be placed in the exterior of the proposed buildings and around the parking lot to increase nighttime visibility and safety. The Project would use a variety of non-reflective building materials, and although some new reflective improvements (i.e., windows and building front treatments) would be introduced to the site, the Project would not be a source of glare in the Project area. Per the City's development code, all outdoor lighting shall be recessed and/or constructed with full downward shielding in order to reduce light and glare impacts on trespass to adjoining properties and public rights-of-way. Each fixture shall be directed downward and away from adjoining properties and public rights-of-way, so that no light fixture directly illuminates an area outside of the project site intended to be illuminated. In addition, all freestanding outdoor lights would not exceed a 25-foot height and any that abut a residential property would not exceed a 15-foot height.

Minimum illumination levels of each applicable lighting category would also be applied to the Project to ensure visibility and safety while also minimizing lighting and glare impacts. Any portion of the Project adjacent to residential properties should not exceed a 0.1 foot-candle maximum illumination level at the residential property's structure and rear setback line.[12] Rancho Cucamonga MC §17.122.030 dictates the lighting standards for industrial developments; to which the Project would apply. With compliance with City standards, along with the existing baseline conditions, impacts related to increased light and glare in the Project area would be less than significant.

MITIGATION MEASURES

No mitigation is required.

4.1.6 CUMULATIVE IMPACTS

For purposes of cumulative aesthetic impact analysis, cumulative impacts are considered for cumulative projects listed in see *Table 4-1, Cumulative Projects List* and depicted on *Exhibit 4.0-1, Location of Cumulative Projects*.

When evaluating cumulative aesthetic impacts, several factors must be considered. The cumulative study area for aesthetic impacts is the viewshed of the Project site and surrounding areas. Viewsheds visible from the Project site and cumulative developments include the San Gabriel and San Bernardino mountains. The context in which a project is being viewed would also influence the aesthetic impact's significance. The contrast a project has with its surrounding environment would be reduced by the presence of other cumulative projects. According to *Exhibit 4.0-1*, there are seven cumulative projects within a one-mile radius of the Project site. If most of an area is or is becoming more urbanized, like the Project area, the contrast of a project with the natural surrounding would be less since it would not stand out in contrast as much. In order for a cumulative aesthetic impact to occur, the proposed cumulative Project's elements need to be seen together or in proximity to each other. If the projects were not near each other, the viewer would not perceive them in the same scene. The Project and some cumulative projects are near each other, and therefore, could be perceived in the same scene (see *Exhibit 4.0-1*). With that, ongoing development within the Project area would alter the area's existing character and quality. Cumulative development projects would have the potential to increase the amount of light and glare. Each development in the cumulative study area would be required to comply with policies and regulations set forth by the City's GP and MC. Compliance with these policies,

[12] Rancho Cucamonga MC § 17.58.050

plans, and regulations would ensure that proposed cumulative development in the cumulative study area would be compatible with the City's urban development. Potential aesthetic impacts of cumulative projects would be site-specific and would require evaluation on a case-by-case basis at the project level. Each cumulative development project would require separate discretionary approval and evaluation under CEQA, which would address potential impacts to visual resources and identify necessary mitigation measures, where appropriate. Consequently, cumulative development would not result in significant cumulative environmental impacts in conflict with aesthetics requirements for preserving visual character, public views, scenic vistas and resources, or requirements for minimizing and controlling potential light and glare. Therefore, the Project would not cause a cumulatively considerable impact on aesthetics, and no mitigation is required.

4.1.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning aesthetic resources have been identified.

4.1.8 REFERENCES

Caltrans. (2017). *List of eligible and officially designated State Scenic Highways*. Retrieved from https://dot.ca.gov/-/media/dot-media/programs/design/documents/2017-03desigandeligible-a11y.xlsx. Accessed August 29, 2019.

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4.2 AGRICULTURAL AND FORESTRY RESOURCES

4.2.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the 9th and Vineyard Development Project (Project) potential impacts in relation to agricultural and forestry resources. This section will describe the environmental setting of the Project along with any applicable federal, state, regional and local regulations. Direct environmental impacts on agricultural and forestry would be assessed for their significance as well as any potentially cumulative impacts associated with the Project development. The current condition was used as the baseline against which to compare potential impacts associated with implementation of the Project. As necessary, mitigation measures will be provided to minimize any potentially significant environmental impact to less than significant levels.

4.2.2 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

The Project site exists in an area that is currently developed and urbanized. The surrounding area is used for rail transportation, commercial, industrial, and residential uses. Based on review of historical aerial photographs and topographic maps, the Project site was used for agriculture from at least as far back as 1938, at which time it featured three small agricultural holdings, each of which appears to have featured a residence and detached support structures. A majority of the Project site was planted with trees, which, based on the area's history, are assumed to have been citrus trees. By 1959, the assumed citrus tree orchards had been cleared for the construction of the commercial and industrial buildings that are still on site today (See *Section 4.9, Hazards and Hazardous Materials*). The Project site has a few natural features that include exposed soils, grasses, and weeds, interspersed between developed features and unvegetated disturbed areas. There is an existing Eucalyptus woodland on-site that occurs along E. 9th Street and within the center of the Project site, adjacent to the developed area. The Project site is relatively flat with an approximately 1 percent gradient sloping gently from northwest to southeast.

The Project site is currently disturbed and developed with multiple existing industrial/commercial buildings and structures, native vegetation, and 197 trees that would be removed via approval of tree removal permit (71 trees are considered heritage trees by the City) and replaced with landscape pursuant to the City's Municipal Code. The developed features of the Project site include multiple commercial/industrial buildings, a historically significant building, and other man-made structures. Each Assessor Parcel Number (APN) included in the Project contains different natural and developed surface features. *Table 4.2-1, Project Site Features,* summarizes the features observed at each of the Project parcels.

Table 4.2-1: Project Site Features

APN	Natural/Developed	Surface Feature
0207-271-25	Developed	One existing industrial building
	Developed	Asphaltic concrete pavement
	Developed	Crushed Aggregate Base
	Natural	Ornamental trees
	Natural	Native grass; weeds
0207-271-27	Developed	One existing office building
	Developed	Asphaltic concrete pavement

APN	Natural/Developed	Surface Feature
	Developed	Four radio towers (now removed)
	Natural	Native grass; weeds
	Natural	Exposed soil
0207-271-39	Natural	Ornamental tree
	Natural	Exposed soil
0207-271-40	Developed	Historically significant building
	Developed	Asphaltic concrete pavement
	Natural	Native grass; weeds
	Natural	Exposed soil
	Natural	Ornamental trees
0207-271-89	Natural	Native grass; weeds
	Natural	Exposed soil
0207-271-93	Developed	One existing industrial building
	Developed	Cell tower
	Developed	Asphaltic concrete pavement
	Natural	Exposed soil
	Natural	Moderate native grass; weeds
	Natural	Ornamental trees
0207-271-94	Developed	One existing industrial building
	Developed	Asphaltic concrete pavements
	Developed	Green waste stockpiles
	Natural	Native grass; weeds
	Natural	Exposed soil
0207-271-96	Developed	2 removed residences
	Developed	Asphaltic concrete pavement
	Developed	Drainage
	Natural	Native grass; weeds
	Natural	Ornamental trees
	Natural	Exposed soil
0207-271-97	Developed	Two concrete slabs
	Developed	Asphaltic concrete pavement
	Natural	Native grasses; weeds
Source: Southern California Geotechnical. (2019). *Results of Infiltration Testing.*		

The City does not have land zoned for agriculture, forest land, or timberland nor is the Project site designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation, 2016). The City allows for conventional agricultural uses to continue within the 3,796.14 acres designated as Rural Open Space in the City's Land Use Plan.[1]

4.2.3 REGULATORY SETTING

FEDERAL

Soil and Water Resources Conservation Act

The purpose of the Soil and Water Resources Conservation Act of 1977 is to protect or restore soil functions on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such

[1] City of Rancho Cucamonga. (2021). *Rancho Cucamonga General Plan Update EIR.* Page 5.2-11. Rancho Cucamonga, CA: City of Rancho Cucamonga.

sites, and precautions against negative soil impacts. Disruptions of natural soil functions and function as an archive of natural and cultural history should be avoided, as far as practicable. In addition, the Federal Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) requirements, through the National Pollution Discharge Elimination System (NPDES) permitting process, provide guidance for protection of soil resources.

STATE

California Government Code Sections 51290–51295

The acquisition and use of agricultural preserve lands for any local, state, or federal public improvements and public utility improvements are regulated by these sections. Notification of the Director of Conservation by the public agency and/or person acquiring land is required if the use of agricultural preserve land is deemed necessary for public use or if agricultural preserve land has been acquired. Exceptions to a public agency and/or person locating public improvements on agricultural preserve land are (1) when the location is not based primarily on lowering the cost of acquiring land in an agricultural preserve, and (2) if the land is under a contract for any public improvement and there is no other land within the preserve on which it is feasible to locate the public improvement. Because the Project site is not located within the County's designated Agricultural Preserves or the City's Agricultural Reserve (A-R) Zone (refer to Draft EIR Section, *Land Use and Planning; Table 4.11-1, Existing Uses and Zoning*), Government Code Sections 51290–51295 are not applicable to the Project.

California Government Code Section 65570

California Government Code (Section 65570) requires the Farmland Mapping and Monitoring Program (FMMP) to report the conversion of grazing land and farmland, and to provide the data and maps to the public and local government on a biennial schedule. To create the maps, the FMMP utilizes data from the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) soil survey and current land use information. Maps and statistics are produced using a process that integrates current and historic aerial photo imagery, field verification, a computerized mapping system, and public review. Additional data on land management and land use conversion may also be provided by other federal, state, and local government agencies. These maps delineate land use in eight mapping categories (and one overlay category) and represent an inventory of agricultural soil resources within San Bernardino County. The categories of land shown, as defined on these maps, are listed as follows:

- **Prime Farmland (P).** Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. The Project site does not contain Prime Farmland.
- **Farmland of Statewide Importance (S).** Farmland of Statewide Importance is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. The Project site does not contain Farmland of Statewide Importance.
- **Unique Farmland (U).** Unique Farmland consists of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped

at some time during the four years prior to the mapping date. The Project site does not contain Unique Farmland.

- **Farmland of Local Importance (L).** Farmland of Local Importance is defined by each county's local advisory committee and adopted by its board of supervisors. This refers to all farmable lands in the county that do not meet the definitions of Prime, Statewide, or Unique. This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock and dairy, poultry facilities, aquaculture, and grazing land.
- **Grazing Land (G).** Land on which the existing vegetation is suited to the grazing of livestock. The Project site does not contain Grazing Land.
- **Urban and Built-up Land (D).** Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.
- **Other Land (X):** Land not included in any of the other mapping category. Common examples include low-density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing, confined livestock, poultry or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
- **Water (W):** Perennial water bodies with an extent of at least 40 acres.
- **Land Committed to Nonagricultural Use:** This category was developed in cooperation with local government planning departments and county boards of supervisors during the public workshop phase of the FMMP's development in 1982. Land Committed to Nonagricultural Use information is available both statistically and as an overlay to the important farmland information. Land Committed to Nonagricultural Use is defined as existing farmland, grazing land, and vacant areas which have a permanent commitment for development.

Williamson Act

Also known as the California Land Conservation Act of 1965, the Williamson Act is a nonmandated State program administered by local governments for the preservation of agricultural land. This program enables local governments to enter into contracts with private landowners to restrict specific parcels of land to agricultural or related open space use. In return, landowners receive substantially reduced property tax assessments because the assessments are based on generated income rather than the potential market value of the property.

Participation is voluntary on the part of both landowners and local governments, and it is implemented through the establishment of Agricultural Preserves and the execution of Williamson Act contracts. Individual landowners enter into a contract that restricts the uses of agricultural and open space lands to farming/ranching uses during the term of the contract in return for lower property taxes. Initially signed for a minimum 10-year period, the contracts are automatically renewed on each anniversary date of the contract unless a notice of nonrenewal is filed, or a contract cancellation is approved by the local government. The Project site is not subject to a Williamson Act Conservation contract.

State Forestry Laws

Division 1.5 of Title 14 of the California Public Resources Code governs the designation and monitoring of forests and forest resources within the State. In addition, the State Board of Forestry and Fire Protection administers the "Forest Practice Rules" for professional foresters and their activities in the State.

REGIONAL

County of San Bernardino 2007 General Plan

Conservation Element

The County of San Bernardino 2007 General Plan (San Bernardino GP) Conservation Element provides guidance for Soils and Prime Farmland resources within the County. The Element provides Goals and policies for the County's management, preservation, and utilization of all-natural resources in the County of San Bernardino. Resources include water, energy, land, biodiversity, minerals, natural materials, recyclables, viewsheds and air. The Element provides direction to prevent wasteful destruction and neglect of these resources. The City is located in the County of San Bernardino and has a 10 square mile unincorporated sphere of influence area located along the northern boundary of the city limits that is bordered by the City of Upland to the West and the City of Fontana to the east. The Project is located in the southwestern portion of the City and approximately 4.8 miles from the sphere of influence.

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Resource Conservation Chapter

The Resource Conservation Chapter of the Rancho Cucamonga General Plan (Rancho Cucamonga GP) provides guidance regarding the City's natural resources and their preservation. The City has a strong agricultural past as evidence of the industry can still be found in remnant vineyards, citrus groves and remnant structures within the community. The Resource Conservation Chapter of the City of Rancho Cucamonga GP provides guidance to promote the City's goals for the conservation of land with consideration of the existing natural resources. As discussed in the Resource Conservation Chapter, few large open areas remain that would support commercial agricultural production.

City of Rancho Cucamonga Municipal Code

Rancho Cucamonga Municipal Code Title 17

The City of Rancho Cucamonga Municipal code (Rancho Cucamonga MC) Title 17 summarizes the City's various land use zones and zoning districts and describes their development standards and purposes. There is not a designated Agricultural Zone or Overlay district in the City. Agricultural uses are permitted in the Open Space (OS), Flood Control-Open Space (FC), and Utility Corridor-Open Space (UC) zones.[2]. The Project site is not located in the Open Space (OS), Flood Control-Open Space (FC), or Utility Corridor-Open Space (UC) zones.

[2] Rancho Cucamonga MC §17.38.020.

4.2.4 STANDARDS OF SIGNIFICANCE

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

The following significance criteria for agriculture and forestry resources were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- 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));
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning agriculture and forestry resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts from agriculture and forestry examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: field observations conducted by Kimley-Horn, review of project maps and drawings, analysis of aerial and ground-level photographs, and review of

various data available in public records, including review of relevant local planning documents. The determination that a Project component will or will not result in "substantial" adverse effects on agriculture and forestry resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.2.5 PROJECT IMPACTS AND MITIGATION

Impact 4.2-1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Level of Significance: No Impact.

CONSTRUCTION AND OPERATIONS

Prime Farmland is land that has a combination of physical and chemical attributes that is conducive to sustained agricultural uses and production of crops. This criterion includes requirements for soil quality, soil acidity, and water availability. For land to be designated as Prime Farmland, it would need to have been used for irrigated agriculture at some time in the four years prior its designation. Farmland of Statewide Importance is also land that has been found suitable for sustained crop production. However, Farmland of Statewide Importance does not include public lands that have adopted policies that prevent agricultural use. Unique Farmland does not meet the criteria of Prime Farmland or Farmland of Statewide Importance. However, this land must still have been used for irrigated agriculture within the four years prior to its designation.[3]

The entire Project site is categorized as Urban and Built-Up Land according to the California Important Farmland Finder.[4] Urban and Built-Up Land is often occupied by structures primarily utilized for residential, commercial, industrial, institutional, governmental, recreational, utility, and other developmental purposes. This land type would not be conducive as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. Therefore, no impacts related to conversion of farmland would occur.

MITIGATION MEASURES

No mitigation is required.

Impact 4.2-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Level of Significance: No Impact.

CONSTRUCTION AND OPERATIONS

The Williamson Act allows for local governments to contract private land for agricultural or open space uses in return for financial assistance in the form of lower tax assessments.[5] The Project site is not in use

[3] California Department of Conservation. (2004). *A Guide to the Farmland Mapping and Monitoring Program.* Pages 14-16. Sacramento, CA: Division of Land Resource Protection.
[4] California Department of Conservation. (2016). *California Important Farmland Finder.* Retrieved from: https://maps.conservation.ca.gov/DLRP/CIFF/.
[5] California Department of Conservation. (2019). *Williamson Act Program.* Retrieved from: https://www.conservation.ca.gov/dlrp/wa.

for agricultural activities and is in not under a Williamson Act contract. The City does not have land zoned with an agricultural land use designation. Agricultural uses are allowed to continue within the Rural Open Space land use designation and are permitted in the Open Space (OS), Flood Control-Open Space (FC), and Utility Corridor-Open Space (UC) zones. However, the Project is not a Rural Open Space designated property or located in the Open Space (OS), Flood Control-Open Space (FC), or Utility Corridor-Open Space (UC) zones.

The Project site is not located on land designated as Unique Farmland, Prime Farmland, or Farmland of Statewide Importance. Further, the Project site is within land designated as Urban and Built-Up Land according to the California Important Farmland Finder.[6] This land type would not be conducive to agricultural uses. Therefore, no impacts related to conflicts with existing agricultural zoning would occur.

MITIGATION MEASURES

No mitigation is required.

Impact 4.2-3: Would the project 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))?

Level of Significance: No Impact.

CONSTRUCTION AND OPERATIONS

Public Resources Code §12220(g) defines Forest Land based on an area's capability to support a 10 percent native tree cover under natural conditions, while allowing for the management of forest resources such as timber, biodiversity, or other public benefits.[7] Similarly, Public Resources Code § 4526 defines Timberland as an area that is able to grow a crop of trees. However, Timberland is used for commercial tree species used for the production of lumber or other forest products.[8]

The City does not contain areas with land use designations for either Forest Land or Timberland. The Project would be located on land with a Neo-Industrial Employment District land use designation according to the City's General Plan Viewer.[9] Further, the Project site would be located on land classified by the California Department of Conservation as Urban and Built-Up Land.[10] This land type is commonly developed and unsuitable for agricultural use.[11] Therefore, no impacts to forest land or timberland would occur.

[6] California Department of Conservation. (2004). *A Guide to the Farmland Mapping and Monitoring Program.* Pages 14-16. Sacramento, CA: Division of Land Resource Protection

[7] State of California. (2007). *Public Resources Code Division 10.5, Chapter 1, Article 3, Section 1220.* Retrieved from: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=12220.&lawCode=PRC.

[8] State of California. (1965). *Public Resources Code Division 4, Part 2, Chapter 8, Article 2, Section 4526.* Retrieved from: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=4526.&lawCode=PRC.

[9] City of Rancho Cucamonga. (2022). *General Plan Viewer.* https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=e29b6dcd1a374a9da53cb4f96686bd5e (accessed January 2022).

[10] California Department of Conservation. (2016). *California Important Farmland Finder.* Retrieved from: https://maps.conservation.ca.gov/DLRP/CIFF/.

[11] California Department of Conservation. (2004). *A Guide to the Farmland Mapping and Monitoring Program.* Pages 14-16. Sacramento, CA: Division of Land Resource Protection.

MITIGATION MEASURE

No mitigation is required.

Impact 4.2-4: Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Level of Significance: No Impact.

CONSTRUCTION AND OPERATIONS

Refer to Impact discussion 4.2-3. The City does not contain areas with Forest Land or Timberland land use designations. The Project would be located on land with a Neo-Industrial Employment District land use designation.[12] Because the Project site is not designated as forest property, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use. This land use is not conducive to Forest Land or Timberland uses. Further, the Project site is currently developed and contains existing structures. Therefore, no impacts related to loss or conversion of forest land would occur.

MITIGATION MEASURES

No mitigation is required.

Impact 4.2-5: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Level of Significance: No Impact.

CONSTRUCTION AND OPERATIONS

Refer to Impact discussions, 4.2-1, 4.2-2, and 4.2-3. The City does not contain areas with land use designations for agriculture, Forest Land, or Timberland. The City's Rural Open Space land use designation allows for some existing agricultural uses and agricultural uses are permitted in the Open Space (OS), Flood Control-Open Space (FC), and Utility Corridor-Open Space (UC) zones, however, the Project site is not located in a land use district or zone that permits agricultural uses. The location of the Project is currently designated as a Neo-Industrial Employment District. The California Department of Conservation also classifies the Project's location as Urban Built-Up Land which is not Unique Farmland, Prime Farmland, or Farmland of Statewide Importance. Therefore, no impacts related to the conversion of farm land or forest land would occur.

MITIGATION MEASURES

No mitigation is required.

4.2.6 CUMULATIVE IMPACTS

As concluded above, implementation of the Project would have no impact on agricultural or forestry resources. The Project site is within industrially zoned land within the City and there are no agricultural, forest land, or timberland zoning designated resources in the City of Rancho Cucamonga. Further, the

[12] City of Rancho Cucamonga. (2022). *General Plan Viewer.* https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=e29b6dcd1a374a9da53cb4f96686bd5e (accessed January 2022).

redevelopment of the Project site would not pose an impact to the County's agricultural economy since the land is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, this land would not be considerable for sustained agricultural activities. The Project site is classified instead as Urban Built-Up Land by the California Department of Conservation. Land of this type is commonly developed with structures for residential, commercial, infrastructure, or other developmental purposes. While the conversion of farmland would have an adverse cumulative effect on the County's agricultural economy, the incremental loss of this Project site's potential as farmland would not be considered cumulatively considerable.

4.2.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning agriculture and forestry resources have been identified.

4.2.8 REFERENCES

California Department of Conservation. (2019). *Williamson Act Program.* Retrieved from: https://www.conservation.ca.gov/dlrp/wa

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State of California. (2007). *Public Resources Code Division 10.5, Chapter 1, Article 3, Section 1220.* Retrieved from: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=12220.&lawCode=PRC

4.3 AIR QUALITY

4.3.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the 9th and Vineyard Development Project's (Project) potential impacts in relation to air quality that would be generated by construction and operation of the Project. The current condition was used as the baseline against which to compare potential impacts associated with implementation of the Project. The ambient air quality of the local and regional area is described, along with relevant federal, state, and local air pollutant regulations. Air quality emission modeling results for the Project are provided in *Appendix B, Air Quality*.

4.3.2 ENVIRONMENTAL SETTING

EXISTING AND SURROUNDING LAND USES

The Project site (approximately 46.95 net acres) is currently improved with a series of industrial and commercial buildings and a potential historic residential structure. All of the structures are currently vacant as leases for the buildings were not renewed/expired due to the proposal for redevelopment of the site. The site consists of nine contiguous parcels and a Tentative Parcel Map is included as part of the Project to consolidate the nine existing parcels into four proposed parcels. The Project is located in an area that is currently developed and used for rail transportation, commercial, industrial, and residential uses. Adjacent properties to the north are designated as Neighborhood Center, Suburban Neighborhood – Low, and Industrial Employment uses. Properties to the west are designated as Traditional Neighborhood – Low land uses. The BNSF railway and properties designated as Neo-Industrial uses directly south of the site are located within the City of Rancho Cucamonga on the north side of 8th Street. Across 8th Street, located within the City of Ontario, are properties zoned for single family residential. The site is bordered to the east by Vineyard Avenue and the Cucamonga Creek, a concrete-lined stormwater drainage channel.

CLIMATE AND METEOROLOGY

The California Air Resources Board (CARB) divides the state into 15 air basins that share similar meteorological and topographical features. The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter.[1] Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds.[2] The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little

[1] South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

[2] The National Weather Service defines Santa Ana winds as "a weather condition in which strong, hot, dust-bearing winds descend to the Pacific Coast around Los Angeles from inland desert regions.".

variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation could occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

AIR POLLUTANTS OF CONCERN

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O_3) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O_3 and nitrogen

dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in *Table 4.3-1, Air Contaminants and Associated Public Health Concerns.*

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer-causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They could be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Table 4.3-1: Air Contaminants and Associated Public Health Concerns

Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM_{10} and $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC)[1] and nitrogen oxides (NO_X) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO_2)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.

Pollutant	Major Man-Made Sources	Human Health Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O_3. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase-out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.

[1] Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).

Source: California Air Pollution Control Officers Association (CAPCOA), *Health Effects*, http://www.capcoa.org/health-effects/, Accessed November 19, 2019.

AMBIENT AIR QUALITY

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O_3, PM_{10}, and $PM_{2.5}$. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Upland Monitoring Station (located approximately 1.1 miles to the northwest). Local air quality data from 2016 to 2018 are provided in *Table 4.3-2, Ambient Air Quality Data*, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 4.3-2: Ambient Air Quality Data

Criteria Pollutant	2016	2017	2018
Ozone (O_3) [1]			
1-hour Maximum Concentration (ppm)	0.156	0.150	0.133
8-hour Maximum Concentration (ppm)	0.116	0.127	0.111
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	53	66	25
NAAQS 8-hour (>0.070 ppm)	88	87	52
Carbon Monoxide (CO) [1]			
1-hour Maximum Concentration (ppm)	1.710	1.873	1.730
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO_2) [1]			
1-hour Maximum Concentration (ppm)	0.070	0.640	0.059
Number of Days Standard Exceeded			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM_{10}) [1]			
National 24-hour Maximum Concentration	184.0	106.5	156.6
State 24-hour Maximum Concentration	—	—	—
State Annual Average Concentration (CAAQS=20 µg/m^3)	—	—	—
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 µg/m^3)	1.0	0.0	—
CAAQS 24-hour (>50 µg/m^3)	—	—	—
Particulate Matter Less Than 2.5 Microns ($PM_{2.5}$) [1]			
National 24-hour Maximum Concentration	—	—	—
State 24-hour Maximum Concentration	44.9	53.2	47.9
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m^3)	—	—	—

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m^3 = micrograms per cubic meter; – = not measured

[1] Measurements taken at the Upland Monitoring Station at 1350 San Bernardino Road, Upland, California 91786 (CARB# 36175)

Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive land uses surrounding the Project consist mostly of single-family residential communities. Sensitive land uses nearest to the Project are shown in *Table 4.3-3, Sensitive Receptors*. All identified receptors are within the City of Rancho Cucamonga, unless otherwise noted.

Table 4.3-3: Sensitive Receptors

Receptor Description	Distance and Direction from Project
Single-Family Residential Community	Adjacent to the north
Single-Family Residential Community	80 feet to the west
San Antonio Christian School	260 feet to the south
Single-Family Residential Community	260 feet to the south
Kid's Club	485 feet to the south
Los Amigos Elementary School	375 feet to the northwest
Single-Family Residential Community	390 feet to the southeast
Chinese Christian Family Church	690 feet to the north
Dorothy Gibson High School	1,560 feet to the south
Arroyo Elementary School	1,560 feet to the south
Bear Gulch Park	2,000 feet to the northeast
Bear Gulch Elementary School	2,400 feet to the northeast
Valley View High School	2,220 feet to the south

4.3.3 REGULATORY SETTING

FEDERAL

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the U.S. Environmental Protection Agency (EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in *Table 4.3-4, State and Federal Ambient Air Quality Standards.*

On September 27, 2019, the National Highway Traffic Safety Administration (NHTSA) in conjunction with the U.S. EPA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019.) The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two sets emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026. The NHTSA and U.S. EPA finalized the SAFE Vehicle Rule which increased stringency of CAFE emissions standards by 1.5 percent each year through model year 2026.

STATE OF CALIFORNIA

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in *Table 4.3-4, State and Federal Ambient Air Quality Standards,* are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of California. Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in *Table 4.3-4.*

Table 4.3-4: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]
Ozone (O_3) [2, 5, 7]	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m^3)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	0.10 ppm[11]
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)
Sulfur Dioxide (SO_2) [8]	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3)
	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m^3)
Particulate Matter (PM_{10}) [1, 3, 6]	24-Hour	50 µg/m^3	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	NA
Fine Particulate Matter ($PM_{2.5}$) [3, 4, 6, 9]	24-Hour	NA	35 µg/m^3
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3
Sulfates (SO_{4-2})	24 Hour	25 µg/m^3	NA
Lead (Pb) [10, 11]	30-Day Average	1.5 µg/m^3	NA
	Calendar Quarter	NA	1.5 µg/m^3
	Rolling 3-Month Average	NA	0.15 µg/m^3
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (0.45 µg/m^3)	NA
Vinyl Chloride (C_2H_3Cl) [10]	24 Hour	0.01 ppm (26 µg/m^3)	NA

ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; – = no information available.

1 California standards for O_3, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.

2 National standards shown are the "primary standards" designed to protect public health. National standards other than for O_3, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O_3 standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]

standard is equal to or less than one. The 8-hour O_3 standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m3. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m3.

3 Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard.

NAAQS are set by the U.S. EPA at levels determined to be protective of public health with an adequate margin of safety.

4 On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O_3 concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O_3 level in the area.

5 The national 1-hour O_3 standard was revoked by the U.S. EPA on June 15, 2005.

6 In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.

7 The 8-hour California O_3 standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.

8 On June 2, 2010, the U.S. EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO_2 NAAQS however must continue to be used until one year following U.S. EPA initial designations of the new 1-hour SO_2 NAAQS.

9 In December 2012, U.S. EPA strengthened the annual $PM_{2.5}$ NAAQS from 15.0 to 12.0 µg/m3. In December 2014, the U.S. EPA issued final area designations for the 2012 primary annual $PM_{2.5}$ NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.

10 CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.

11 National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2016; California Air Resources Board, *Ambient Air Quality Standards*, May 6, 2016.

CalEnviroScreen

The California Office of Environmental Health Hazard Assessment (OEHHA) has developed CalEnviroScreen 3.0, which is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the State. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores.

According to CalEnviroScreen, the Project site is located within Census Tract 6071002105, which is within the 80-85 percentile. The residences that are located south of the Project site are within the 90-95 percentile in Census Tract 6071001307. It should be noted that the CalEnviroScreen scores are not an expression of health risk, and do not provide quantitative information on increases in cumulative impacts for specific sites or projects. Further, as a comparative screening tool, the results do not provide a basis for determining when differences between scores are significant in relation to public health or the environment.

REGIONAL

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources,

issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The purpose of the AQMP is to set forth a comprehensive and integrated program that will lead the SCAB into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O_3 standards. The AQMP incorporates the latest scientific and technological information and planning assumptions, including SCAG growth projections and updated emission inventory methodologies for various source categories.

The SCAQMD has published the CEQA Air Quality Handbook (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by State CEQA Guidelines and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the CEQA Air Quality Handbook and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The state and federal attainment status designations for the SCAB are summarized in *Table 4.3-5: South Coast Air Basin Attainment Status.* The SCAB is currently designated as a nonattainment area with respect to the State 1-hour O_3, PM_{10}, and $PM_{2.5}$ standards, as well as the national 8-hour O_3 and $PM_{2.5}$ standards. The SCAB is designated as attainment or unclassified for the remaining state and federal standards.

Table 4.3-5: South Coast Air Basin Attainment Status

Pollutant	State	Federal
Ozone (O_3) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O_3) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter ($PM_{2.5}$) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter ($PM_{2.5}$) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM_{10}) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM_{10}) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO_2) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO_2) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO_{4-2}) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H_2S) (1 Hour Standard)	Unclassified	–

Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2016; United States Environmental Protection Agency, *Nonattainment Areas for Criteria Pollutants (Green Book)*, 2018.

The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

b) All on-site roads are paved as soon as feasible, watered regularly, or chemically stabilized.

c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down following the workday to remove soil from pavement.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

- **Rule 2305 (Warehouse Indirect Source Rule)** - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021 to reduce NO_X and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install on-site energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

LOCAL

PlanRC 2040, City of Rancho Cucamonga General Plan Update

The City of Rancho Cucamonga General Plan (Rancho Cucamonga GP) is a roadmap that encompasses the aspirations and values of the community. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below. Rancho Cucamonga GP Policies that address air quality impacts include the following:

Resource Conservation Element

The Resource Conservation Element of the Rancho Cucamonga GP provides guidance regarding the City's natural resources and their preservation.

Goal RC-5 Local Air Quality. Healthy air quality for all residents.

Policy RC-5.1 Pollutant Sources. Minimize increases of new air pollutant emissions in the city and encourage the use of advance control technologies and clean manufacturing techniques.

Policy RC-5.3 Barriers and Buffers. Require design features such as site and building orientation, trees or other landscaped barriers, artificial barriers, ventilation and filtration, construction, and operational practices to reduce air quality impacts during construction and operation of large stationary and mobile sources.

Policy RC-5.4 Health Risk Assessment. Consider the health impacts of development of sensitive receptors within 500 feet of a freeway, rail line, arterial, collector or transit corridor sources using health risk assessments to understand potential impacts.

Policy RC-5.5 Impacts to Air Quality. Ensure new development does not disproportionately burden residents, due to age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, with health effects from air pollution. Prioritize resource allocation, investments, and decision making that improves air quality for residents disproportionately burdened by air pollution because of historical land use planning decisions and overarching institutional and structural inequities.

Policy RC-5.6 Community Benefit Plan. Require that any land use generating or accommodating more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week, provide a community benefit plan demonstrating an offset to community impacts of the truck traffic.

Policy RC-5.8 New Localized Air Pollution Sources Near Existing Sensitive Receptors. Avoid placing land uses that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week within 1,000 feet of homes, schools, hospitals, and childcare facilities.

Policy RC-5.9 Truck Hook-Ups at New Industrial or Commercial Developments. Require new industrial or commercial developments at which heavy-duty diesel trucks idle on-site to install electric truck hook-ups in docks, bays, and parking areas.

Policy RC-5.11 Dust and Odor. Require new construction to include measures to minimize dust and odor during construction and operation.

Goal RC-6 Climate Change. A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.

Policy RC-6.8 Reduce Vehicle Trips. Require Transportation Demand Management (TDM) strategies, such as employer provided transit pass/parking credit, bicycle parking, bike lockers,

highspeed communications infrastructure for telecommuting, and carpooling incentives, for large office, commercial, and industrial uses.

Policy RC-6.10 Green Building. Encourage the construction of buildings that are certified Leadership in Energy and Environmental Design (LEED) or equivalent, emphasizing technologies that reduce GHG emissions.

Policy RC-6.11 Climate-Appropriate Building Types. Encourage alternative building types that are more sensitive to and designed for passive heating and cooling within the arid environment found in Rancho Cucamonga.

Policy RC-6.13 Designing for Warming Temperatures. When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

Policy RC-6.14 Designing for Changing Precipitation Patterns. When reviewing development proposals, encourage applicants to consider stormwater control strategies and systems for sensitivity to changes in precipitation regimes and consider adjusting those strategies to accommodate future precipitation regimes.

Policy RC-6.15 Heat Island Reductions. Require heat island reduction strategies in new developments such as light-colored paving, permeable paving, right-sized parking requirements, vegetative cover and planting, substantial tree canopy coverage, and south and west side tree planting.

Policy RC-6.16 Public Realm Shading. Strive to improve shading in public spaces, such as bus stops, sidewalks and public parks and plazas, through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies.

Goal RC-7 Energy. An energy efficient community that relies primarily on renewable and non-polluting energy sources.

Policy RC-7.2 New EV Charging. Require new multifamily residential, commercial, office, and industrial development to include charging stations, or include the wiring for them.

Policy RC-7.4 New Off-Road Equipment. When feasible, require that off road equipment such as forklifts and yard tugs necessary for the operations of all new commercial and industrial developments be electric or fueled using clean fuel sources.

Policy RC-7.7 Sustainable Design. Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.

Policy RC-7.9 Passive Solar Design. Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.

Policy RC-7.10 Alternative Energy. Continue to promote the incorporation of alternative energy generation (e g, solar, wind, biomass) in public and private development.

Policy RC-7.12 Solar Access. Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

4.3.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for air quality were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable state or federal ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations;
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people; or
- Exceed SCAQMD Thresholds.

METHODOLOGY AND ASSUMPTIONS

The Project and associated Standard Condition are evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning air quality. In addition to Standard Condition, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts on air quality resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: Kimley-Horn Associates, *Air Quality Assessment 9th Street and Vineyard Avenue Warehouse Project*, July 2021, field observations conducted by Kimley-Horn personnel, review of Project maps and drawings, analysis of aerial and ground-level photographs, and review of relevant federal, state, and local air pollutant regulations. The determination that a Project component would or would not result in "substantial" adverse effects on air quality resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

SCAQMD THRESHOLDS

The significance criteria established by SCAQMD could be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air

quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in *Table 4.3-6, South Coast Air Quality Management District Emissions Thresholds (Maximum Pounds Per Day).*

Table 4.3-6: South Coast Air Quality Management District Emissions Thresholds (Maximum Pounds Per Day)

Criteria Air Pollutants and Precursors	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_X)	100	55
Sulfur Oxides (SO_X)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55
Source: South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, March 2019.		

LOCALIZED CARBON MONOXIDE

In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project are above state and federal CO standards (the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour standards.

LOCALIZED SIGNIFICANCE THRESHOLDS

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The City of Rancho Cucamonga is located within SCAQMD SRA 32.

Table 4.3-7, Local Significance Thresholds for Construction/Operations (Maximum Pounds Per Day), shows the LSTs for 1-acre, 2-acre, and 5-acre projects in SRA 32 with sensitive receptors located within 25 meters of the Project. LSTs associated with all acreage categories are provided in *Table 4.3-7* for informational purposes. *Table 4.3-7* also shows that the LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based on daily acreage disturbed. The operational LST acreage is based on the total area of the Project site. Although the Project site is greater than five acres, the 5-acre operational LSTs are conservatively used to evaluate the Project.

Table 4.3-7: Local Significance Thresholds for Construction/Operations (Maximum Pounds Per Day)

Project Size	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
1 Acre	118/118	863/863	5/2	4/1
2 Acres	170/170	1,232/1,232	6/2	5/2
5 Acres	270/270	2,193/2,193	16/4	9/2

Source: South Coast Air Quality Management District, *Localized Significance Threshold Methodology,* July 2008.

4.3.5 PROJECT IMPACTS AND MITIGATION

Impact 4.3-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Level of Significance: Less than Significant Impact.

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the U.S. EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1** – The Project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2** – The Project would not exceed the assumptions noted in the AQMP or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in *Table 4.3-8* and *Table 4.3-9* below, the Project would not exceed the construction standards and net emissions would not exceed operational standards. Therefore, the Project would not contribute to an existing air quality violation. Thus, the Project is consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project proposes to amend the zoning designation of parcels APN 0207-271-25, 0207-271-39, and 0207-271-40 along Baker Avenue, for the purpose of restricting the permitted uses and applicable development standards of the proposed Building 2 and Building 3, in order to increase compatibility with the nearby residential land use designations. For additional information, please reference *Section 3.0, Project Description*. The Project is generally consistent with the development density presented in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. Thus, the Project is also consistent with the second criterion.

Overall, a less than significant impact would occur.

MITIGATION MEASURES

No mitigation is required.

Impact 4.3-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable state or federal ambient air quality standard?

Level of Significance: Less than Significant Impact.

CONSTRUCTION EMISSIONS

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O_3-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction activities such as demolition, site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces would result in the temporary generation of emissions. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the Project is estimated to last approximately 14 months. Construction-generated emissions associated the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See *Appendix A: Air Quality* for more information regarding the construction assumptions used in this analysis. Predicted maximum daily

construction-generated emissions for the Project are summarized in *Table 4.3-8: Construction-Related Emissions (Maximum Pounds Per Day).*

Fugitive dust emissions could have a substantial, temporary impact on local air quality. In addition, fugitive dust would be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Standard Condition (SC) AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM_{10} and $PM_{2.5}$ concentrations. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules for reducing fugitive dust, described in the Regulatory Setting subsection above and identified in SC AQ-1. Please note that while the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas Emissions, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The below analysis reflects the more conservative 1,037,467 square footage and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

Table 4.3-8: Construction-Related Emissions (Maximum Pounds Per Day)

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Construction Year 1	8.18	59.60	67.40	0.23	17.87[a]	6.82[a]
Construction Year 2	64.71	69.37	84.98	0.27	15.31	5.39
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
a – Includes 5.1 lbs/day PM_{10} and 0.5 lbs/day $PM_{2.5}$ emissions from crushing concrete and asphalt.
SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook *(Tables XI-A through XI-E)* were applied. No mitigation was applied to construction equipment. Refer to *Appendix B* for Model Data Outputs.

Source: CalEEMod version 2016.3.2. Refer to *Appendix B* for model outputs.

As shown in *Table 4.3-8,* all criteria pollutant emissions would remain below their respective thresholds. While impacts are considered less than significant, the Project would be subject to SCAQMD Rules 402, 403, and 1113, described in the Regulatory Setting subsection above and required by SC AQ-1.

OPERATIONAL EMISSIONS

Project-generated emissions are primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Long-term operational emissions attributable to the Project are summarized in *Table 4.3-9, Long-Term Operational Emissions (Maximum Pounds Per Day).*

Project operational emissions would be associated with area sources, energy sources, mobile sources (i.e., motor vehicle use), off-road equipment, and transport refrigeration units (TRU). Each of these sources are described below.

- **Area Source Emissions.** Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- **Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **Mobile Source.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact could be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

  Project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Study and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project Traffic Impact Study, the Project would generate 1,805 daily trips (20.4 percent trucks).
- **Off-Road Equipment Emissions**. Because the Project is a speculative warehouse development and the final end user is not known, it was assumed that each building would operate two electric powered forklifts, six in total.
- **TRU Emissions**. Transport refrigeration units are powered by diesel internal combustion engines and are designed to refrigerate or heat perishable goods that are transported in various containers. TRU emissions are based on the total idling time on site, which is assumed to be 15 minutes.

Table 4.3-9: Long-Term Operational Emissions (Maximum Pounds Per Day)

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Existing Project Site[1]						
Area Source Emissions	2.84	<0.001	0.03	0.0	<0.001	<0.001
Energy Emissions	0.04	0.39	0.33	<0.001	0.03	0.03
Mobile Emissions	1.40	9.93	14.66	0.06	4.70	1.37
Total Emissions	4.28	10.32	15.02	0.07	4.73	1.40
Proposed Project[3]						
Unmitigated Operational Emissions[2]						
Area Source Emissions	23.57	<0.001	0.11	<0.001	<0.001	<0.001
Energy Emissions	0.59	5.36	4.50	0.03	0.41	0.41
Mobile Emissions	6.53	41.93	67.57	0.26	18.53	5.39
Off-Road Emissions	0.78	7.07	7.01	<0.001	0.50	0.46

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
TRUs	0.40	3.82	4.05	<0.001	0.12	0.11
Total Emissions	**31.87**	**58.18**	**83.24**	**0.29**	**19.56**	**6.37**
Net Emissions						
Existing Project Site	4.28	10.32	15.02	0.07	4.73	1.40
Proposed Project	31.87	58.18	83.24	0.29	19.56	6.37
Net Change	**27.59**	**47.86**	**68.22**	**0.22**	**14.83**	**4.97**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*55*	*150*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to *Appendix B* for model outputs.
Note: Total values are from CalEEMod and may not add up 100% due to rounding.

1. The existing land use includes manufacturing, warehouse (approximately 114,695 square feet combined), and general office buildings (approximately 9,300 square feet). To be conservative, the lowest emission values are shown.
2. As a worst-case scenario, the highest emission values are shown. For NOx, winter emissions were used; for all other pollutants, summer emissions were used.
3. As stated above in the Construction Emissions section, while the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas Emissions, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The above analysis reflects the more conservative 1,037,467 square footage, and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

As shown in *Table 4.3-9*, after taking into account the operational emissions from existing conditions (current baseline conditions), the net Project emissions would not exceed SCAQMD thresholds for any criteria air pollutants. Therefore, long-term operations emissions would result in a less than significant impact. Consistent with the City's General Plan policies identified above, the site would accommodate future construction of energy improvements subject to City approvals.

In addition, Rule 2305 requires the Project operator to directly reduce NO_X and particulate matter emissions or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee would be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Warehouse owners and operators are required to earn WAIRE Points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. Therefore, the Project operator would be required to implement additional emission reduction strategies. Conservatively, this analysis does not take credit for these potential reductions. Compliance with Rule 2305 would reduce emissions below what is currently analyzed.

STANDARD CONDITIONS AND REQUIREMENTS

SC AQ-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to

minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

Impact 4.3-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Level of Significance: Less than Significant Impact.

LOCALIZED CONSTRUCTION SIGNIFICANCE ANALYSIS

The nearest sensitive receptors are the single-family residences located 50 feet (15 meters) to the north of the Project. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, *Table 4.3-10, Equipment-Specific Grading Rates,* is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Southwest San Bernardino Valley (SRA 32) since this area includes the Project. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 4.0 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with the size of the site, the LSTs for a 4.0-acre threshold were interpolated and utilized for this analysis.

Table 4.3-10: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	2	0.5	8	1.0
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	1	8	2.0
Total Acres Graded per Day					**4.0**
Source: CalEEMod version 2016.3.2. Refer to *Appendix B* for model outputs.					

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors are the single-family residences located 50 feet (15 meters) north of the Project. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 25 meters were utilized in this analysis. *Table 4.3-11, Localized Significance of Construction Emissions (Maximum Pounds Per Day),* presents the results of localized emissions during construction. *Table 4.3-11* shows that emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts would not occur concerning LSTs during construction.

Table 4.3-11: Localized Significance of Construction Emissions (Maximum Pounds Per Day)[b]

Construction Activity	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Demolition	47.76	37.87	8.79[a]	2.64 [a]
Site Preparation	42.42	21.51	9.92	6.26
Grading	50.20	31.96	7.11	3.67
Construction	19.19	16.85	1.12	1.05
Paving	12.92	14.65	0.68	0.62
Architectural Coating	1.53	1.82	0.09	0.09
SCAQMD Localized Screening Threshold (adjusted for 4.0 acres at 25 meters)	*237*	*1,873*	*13*	*8*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

[a] Includes 5.1 lbs/day PM_{10} and 0.5 lbs/day $PM_{2.5}$ emissions from crushing concrete and asphalt.
Source: CalEEMod version 2016.3.2. Refer to *Appendix B* for model outputs.
[b] As stated above in the Construction Emissions section, while the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The above table reflects the more conservative 1,037,467 square footage, and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

LOCALIZED OPERATIONAL SIGNIFICANCE ANALYSIS

According to the SCAQMD LST methodology, LSTs apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that would spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project includes warehouses, the operational phase LST protocol is conservatively applied to both the area source and all the mobile source emissions. LSTs for receptors located at 25 meters for SRA 32 were utilized in this analysis. Although the Project is 47 acres, the 5-acre LST threshold was adjusted to a 4-acre LST threshold as the LSTs increase with the size of the site.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in *Table 4.3-12, Localized Significance of Operational Emissions (Maximum Pounds Per Day),* conservatively include all on-site Project-related stationary sources and 10 percent of the Project-related new mobile sources and TRU emissions on-site. *Table 4.3-12* shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of

pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during operational activities.

Table 4.3-12: Localized Significance of Operational Emissions (Maximum Pounds Per Day)[1]

Activity	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site and Mobile Source Emissions	20.44	22.43	2.88	1.52
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 25 meters)	*270*	*2,193*	*4*	*2*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to *Appendix B* for model outputs.
[1]As stated above in the Construction Emissions section, while the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The above table reflects the more conservative 1,037,467 square footage, and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

In addition, SCAQMD's Rule 2305 would require the Project to directly reduce NO_X and particulate matter emissions, or to otherwise facilitate emissions and exposure reductions of these pollutants in nearby communities. The Project operator may be required to implement additional emission reduction strategies. Conservatively, this analysis is not taking credit for these potential reductions. Compliance with Rule 2305 would reduce emissions below what is currently analyzed.

CRITERIA POLLUTANT HEALTH IMPACTS

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] 6 Cal.5th502, Case No. S219783). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme O_3 nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program[3] was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The FAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_X and ROG are precursor emissions that form O_3 in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so O_3 could be formed at a distance downwind from the sources.

[3] Code of Federal Regulation (CFR) [i.e. PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

Breathing ground-level O_3 can result health effects that include: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily O_3 concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that O_3 can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According the SCAQMD's 2016 AQMP, O_3, NO_X, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_X and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour O_3 standard in 2023 would lead to sufficient NO_X emission reductions to attain the 1-hour O_3 standard by 2022. In addition, since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards would likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

The SCAQMD's air quality modeling demonstrates that NO_X reductions prove to be much more effective in reducing O_3 levels and would also lead to significant improvement in $PM_{2.5}$ concentrations. NO_X-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_X reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMD also emphasizes that beginning in 2012, continued implementation of previously adopted regulations would lead to NO_X emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_X from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_X reductions from stationary sources achieved in the decades prior to 2008.

As previously discussed, Project emissions would be potentially significant and would exceed SCAQMD thresholds for NO_X (refer to *Table 4.3-8* and *Table 4.3-9*). Localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to *Table 4.3-11* and *Table 4.3-12*). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of

air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations.

CARBON MONOXIDE HOTSPOTS

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 1,805 additional vehicle trips (20.4 percent trucks) attributable to the Project. Therefore, impacts would be less than significant.

CONSTRUCTION-RELATED DIESEL PARTICULATE MATTER

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for the various phases of construction, including demolition, grading, building construction, paving, and painting. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors are located approximately 50 feet from major Project construction areas.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of

time. Construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and the Project would have a less than significant impact.

OPERATIONAL DIESEL PARTICULATE MATTER

An operational phase Health Risk Assessment (HRA) was conducted based on the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and the SCAQMD Risk Assessment Procedures and the guidance from the California OEHHA. The analysis includes on-site and off-site impacts from the diesel trucks accessing the warehouse development on nearby residential and worker receptors.

The On-Road Motor Vehicle Emission Inventory Model (EMFAC) 2017 version 1.0.2 was used to obtain the emission factors for in grams per mile for vehicle travel and grams per hour for vehicle idling. Truck emissions were based on the first possible year of operations for a fleet mix of various aged vehicles, as opposed to average emissions over a 30-year window. Trucks were assumed to travel at a speed of 35 to 45 miles per hour (mph) (depending on roadway) for off-site truck travel and 15 mph for on-site truck travel.

Idling emissions were represented in the model via line volume sources along each loading dock and 15 minutes of idling for each truck was assumed. Truck travel emissions were represented in the model via line volume sources along local roads and inside the facility where the trucks are expected to travel. The trucking routes were determined per the traffic impact analysis conducted for the Project.

Air dispersion modeling for the HRA was performed using the U.S. EPA AERMOD dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources (not a factor in this case). AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Uniform Cartesian receptors were used to evaluate the locations of the maximally exposed sensitive receptors. Surface and upper air meteorological data from the Upland Monitoring Station provided by the SCAQMD was selected as being the most representative meteorology. In addition, National Elevation Dataset (NED) terrain data was imported into AERMOD for the Project. The modeling and analysis was prepared in accordance with the SCAQMD Modeling Guidance for AERMOD.[4]

Note that the concentration estimate developed using this methodology is conservative and is not a specific prediction of the actual concentrations that would occur at the Project site any one point in time. Actual 1-hour and annual average concentrations are dependent on many variables, particularly the number and type of vehicles and equipment operating at specific distances during time periods of adverse meteorology. A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on these worst-case exposure duration scenarios. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the OEHHA Guidance Manual. Only the risk associated with the worst-case location of the Project was assessed.

[4] South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance, accessed September 2020.

A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 30-year exposure scenario using CARB's Risk Assessment Stand Alone Tool (RAST). Health risks were analyzed at the point of maximum impact and are a conservative estimate. The pollutant concentrations are then used to estimate the long-term cancer health risk to an individual as well as the non-cancer chronic health index.

The cancer and chronic health risks are based on the annual average concentration of PM_{10} (used as a proxy for DPM). The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA *Human Health Evaluation Manual* (1991) and the OEHHA Guidance Manual (2015).

Based on the AERMOD outputs, the highest annual average diesel PM_{10} emission concentrations from diesel truck traffic near sensitive receptors would be 0.007 µg/m^3. The calculations conservatively assume no cleaner technology with lower emissions in future years. As shown in *Table 4.3-13, Risk Assessment Results,* the highest calculated carcinogenic risk resulting from the Project is 6.09 per million. As shown, impacts related to cancer risk would be less than significant at nearby residential communities.

Table 4.3-13: Risk Assessment Results

Exposure Scenario	Maximum Cancer Risk (Risk per Million)[1,2]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Residents	6.09	10	No

[1] The maximum cancer risk would be experienced along the north property line and in the southeast along Vineyard Avenue based on worst-case exposure durations for the Project, 95th percentile breathing rates, and 30-year averaging time.

[2] As stated above in the Construction Emissions section, while the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The above table reflects the more conservative 1,037,467 square footage, and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

Refer to Appendix B, Health Risk Assessment.

It should be noted that carcinogenic risks are calculated as the incremental probability of an individual developing cancer over a lifetime as a result of exposure to a potential carcinogen and are calculated using conservative modeling approaches that overestimate risk at the low exposure range predicted by the model. The oral and inhalation cancer slope factors are used to calculate the theoretical increased risk of an individual developing cancer based on the estimated daily exposure or dose, averaged over a lifetime. *Table 4.3-13: Risk Assessment Results* shows that impacts related to cancer risk would be less than significant at nearby residential communities. Therefore, the Project would not adversely impact neighboring disadvantaged communities (as defined by CalEnviroScreen).

Chronic impacts were also evaluated in the HRA. A chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the chronic exposure by the reference exposure level. The highest maximum chronic hazard index associated with both DPM and acrolein emissions from the Project would be less than or equal to 0.0014. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur.

MITIGATION MEASURES

No mitigation is required.

Impact 4.3-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Level of Significance: Less than Significant Impact.

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

During construction-related activities, some odors (not substantial pollutant concentrations) that would be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors.

MITIGATION MEASURES

No mitigation is required.

4.3.6 CUMULATIVE IMPACTS

CUMULATIVE SHORT-TERM EMISSIONS

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in *Table 4.3-8* above, Project construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

CUMULATIVE LONG-TERM IMPACTS

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in *Table 4.3-9,* the Project operational emissions would not exceed SCAQMD thresholds. As a result, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

Furthermore, compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule) is required for all existing and proposed warehouses greater than 100,000 square feet. Warehouse operators are required to implement additional emission reduction strategies or pay mitigation fee to reduce emissions. Compliance with Rule 2305 would reduce project emissions below what is currently analyzed and also reduce cumulative emissions.

4.3.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable air quality impacts have been identified.

4.3.8 REFERENCES

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United States Environmental Protection Agency, *Policy Assessment for the Review of the Lead National Ambient Air Quality Standards*, 2013.

4.4 BIOLOGICAL RESOURCES

4.4.1 INTRODUCTION

This section of the Draft EIR identifies and evaluates potential impacts related to biological resources for the 9th and Vineyard Development Project (Project) within the Project area. The Baseline Data Collection provides information on baseline conditions in the Project region from a literature search, review of existing data, and site surveys. Information used to prepare this section came from the following resources:

- Rocks Biological Consulting, *9th & Vineyard Development Project, San Bernardino County, California, Jurisdictional Delineation Report*, November 21, 2019
- Rocks Biological Consulting, *9th & Vineyard Development Project, San Bernardino County, California, Biotic Resources Report*, August 2021

The purpose of this analysis is to provide a description of existing biological resources on the Project site and to identify potentially significant impacts that could occur to sensitive biological resources from the construction of the development.

Biological resources include common plant and animal species, and special-status plants and animals, as designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and, with respect to plant species, the California Native Plant Society (CNPS). Biological resources also include waters of the United States and the State of California, as regulated by the U.S. Army Corps of Engineers (USACE) and California Regional Water Quality Control Board (RWQCB), and streambed resources regulated by CDFW.

4.4.2 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

Table 4.4-1: Existing Uses and Zoning

APN	Existing Use	Existing Zoning
0207-271-25	Vacant, formerly industrial	Neo-Industrial (NI)
0207-271-27	Vacant, formerly office	Neo-Industrial (NI)
0207-271-39	Vacant, formerly residential	Neo-Industrial (NI)
0207-271-40	Abandoned home	Neo-Industrial (NI)
0207-271-89	Undeveloped, featured home in past	Industrial Park (IP)
0207-271-93	Vacant, formerly industrial	Neo-Industrial (NI)
0207-271-94	Vacant, formerly industrial	Neo-Industrial (NI)
0207-271-96	Vacant, formerly industrial	Neo-Industrial (NI)
0207-271-97	Vacant, formerly residential	Neo-Industrial (NI)

GENERAL SITE SURVEY

Rocks Biological Consulting (RBC) biologists visited the Project site on March 12, 2019 to conduct general biological surveys, vegetation mapping, a wetland/waters jurisdictional constraints assessment, and habitat assessments for special-status plant and wildlife species including the Delhi Sands flower-loving fly and burrowing owl. RBC conducted focused surveys for burrowing owl between April 16 and

June 20, 2019. RBC also conducted a formal jurisdictional delineation field visit on April 9, 2019 to determine areas of potential jurisdiction by the USACE, RWQCB, and CDFW.

VEGETATION MAPPING AND GENERAL PLANT AND WILDLIFE SURVEYS

RBC mapped vegetation on the Project site including a 50-foot buffer and identified all observed flora and fauna for inclusion in plant and wildlife lists for the Project site. The Project site includes developed areas (16.74 acres), disturbed habitat (4.02 acres), eucalyptus woodland (0.88 acre), Fremont's cottonwood trees (*Populus fremontii*) (0.02 acre), non-native grassland (24.94 acres), disturbed Riversidean sage scrub (0.46 acre), and a western sycamore tree (*Platanus racemosa*) (0.01 acre). The vegetation communities/land uses that occur within the Project site are described below and shown in *Exhibit 4.4-1, Biological Resources.*

Developed

Developed areas on-site include industrial buildings in the northeast, southeast, and center of the Project site as well as a developed area on the western side of the Project site along Baker Avenue.

Disturbed

Disturbed habitat is typically classified as land on which the native vegetation has been significantly altered by agriculture, construction, or other land-clearing activities, and the species composition and site conditions are not characteristic of the disturbed phase of a plant association (e.g., disturbed chaparral). Disturbed habitat is typically found in vacant lots, along roadsides, within construction staging areas, and in abandoned fields. The habitat is typically dominated by nonnative annual species and perennial broadleaf species. Disturbed habitat occurs along E. 9th Street, in the northwestern portion of the Project site, and along the southern boundary of the Project site.

Eucalyptus woodland

Eucalyptus woodland is typically characterized by dense stands of gum trees (*Eucalyptus* spp.) that are native to Australia. The Eucalyptus woodland on-site is dominated by river red gum (*Eucalyptus camaldulensis*) and occurs along E. 9th Street and within the center of the Project site, adjacent to a developed area. Gum trees are considered heritage trees under the City of Rancho Cucamonga Development Code, Section 17.16.080. As such, an arborist report and tree removal permit are required to remove gum trees within the City of Rancho Cucamonga.

Fremont's cottonwood

Seven individual Fremont's cottonwood trees occur within the Project site. Fremont's cottonwood is a large tree native to California that can grow between 39 and 115 feet in height. Although sometimes associated with riparian vegetation, the Fremont's cottonwood trees on the Project site are located in a distinctly upland area not associated with riparian communities or wetlands.

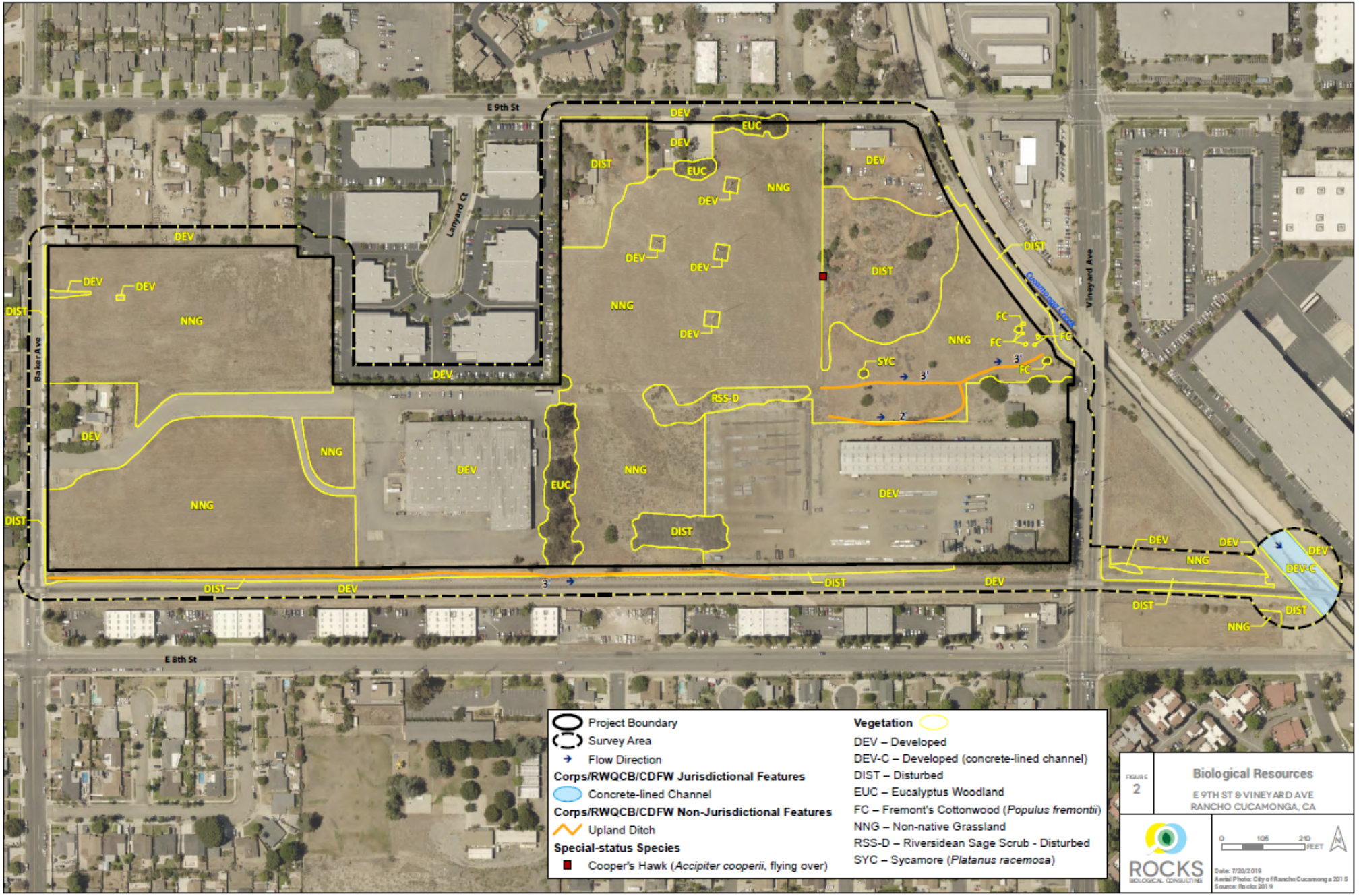

Exhibit 4.4-1: Biological Resources
9th and Vineyard Development Project

Kimley»Horn

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Non-Native Grassland

Non-native grassland comprises a majority of the Project site. Non-native grassland generally occurs on fine-textured loam or clay soils that are moist during the winter rainy season and very dry during the summer and fall. Non-native grassland within the Project site is dominated by red brome (*Bromus madritensis* ssp. *rubens*), slender wild oat (*Avena barbata*), and long-beak filaree (*Erodium botrys*). Other prevalent species include short-pod mustard (*Hirschfeldia incana*) and rancher's fiddleneck (*Amsinckia intermedia*).

Riversidean sage scrub – disturbed

Riversidean sage scrub is a form of coastal sage scrub found in Riverside County. The Riversidean sage scrub on the Project site is disturbed and includes non-native grasses and debris, though it is still dominated by inland California buckwheat (*Eriogonum fasciculatum* sp. *foliolosum*) and sparse coastal sagebrush (*Artemisia californica*).

Western Sycamore Tree

One individual western sycamore (*Platanus racemosa*) occurs within the Project site. The western sycamore is a large tree native to California that can grow up to 110 feet in height. Although sometimes associated with riparian vegetation, the sycamore tree on the Project site is located in a distinctly upland area not associated with riparian communities or wetlands.

Jurisdictional Waters and Streambed

RBC conducted a wetland/waters jurisdictional constraints assessment on March 12, 2019 to identify potential aquatic resource areas. Following this initial assessment, RBC conducted a formal aquatic resources delineation per the USACE, RWQCB, and CDFW regulations, guidelines, and protocols on April 9, 2019 to assess the presence or absence of potential jurisdictional status of any on-site features.

Prior to the formal jurisdictional delineation, field maps were created using a Geographic Information System (GIS) and a color aerial photograph at a 1:100 scale. RBC staff reviewed USGS National Hydrography Dataset (NHD) and topography data and USFWS National Wetlands Inventory (NWI) data to further determine the potential locations of jurisdictional aquatic resources. RBC also utilized Google Earth to assess current and historic presence or absence of flow in the Project area. The survey area included the Project site with a 50-foot buffer. Areas with depressions, drainage patterns, and/or wetland vegetation within the Project impact area were evaluated for potential jurisdictional status, with a focus on the presence of defined channels and/or wetland vegetation, soils, and hydrology. Field staff examined potential jurisdictional wetland areas using the routine determination methods set forth in Part IV, Section D, Subsection 2 of the USACE 1987 *Wetland Delineation Manual* and the 2008 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region Version 2.0*. RWQCB potential jurisdictional wetland areas were determined based on the state wetland definition provided in the SWRCB's *State Wetland Definition for Discharges of Dredged or Fill Material to Waters of the State*. Additionally, the Procedures provide that the RWQCB shall rely on a wetland area delineation from a final aquatic resource report verified by the USACE to determine the extent of potential wetland waters of the State. The SWRCB and RWQCBs do not have regulations or guidance on defining the extent of non-wetland waters of the State. As such, lateral limits of potential non-wetland waters of the U.S./State for the USACE and RWQCB, respectively, were identified per *A Field Guide to*

the Identification of the Ordinary High Water Mark in the Arid West Region of the Western United States. CDFW potential jurisdictional boundaries were determined based on the presence of lake and/or streambed (i.e., bank-to-bank) and riparian habitat or wetland areas supported by a lake or streambed.

The formal jurisdictional delineation determined that approximately 0.40 acre (234 linear feet) of a concrete-lined portion of Cucamonga Creek occurs within the Project site and is expected to be considered a non-wetland water of the U.S./State jurisdictional by the USACE and RWQCB and an intermittent streambed jurisdictional by CDFW. The Project site also supports two ditches (Ditch 1 and Ditch 2) that are not expected to be considered jurisdictional by the USACE, RWQCB, and CDFW as these features appear to be human-made ditches excavated wholly in and draining only uplands for localized runoff-conveyance purposes (i.e., do not appear to connect to Cucamonga Creek) lacking a defined bed and bank or ordinary high water mark (OHWM) and are not relocated natural drainages or excavated tributaries.

BIOLOGICAL RESOURCE DATABASE REVIEW

RBC queried the CDFW's California Natural Diversity Database (CNDDB) and the database of threatened/endangered USFWS species for a three-mile radius around the Project site. RBC queried the California Native Plant Society (CNPS) Electronic Inventory for the nine USGS 7.5' quadrangles surrounding the Project site for the elevation range of 500 to 1,500 feet amsl. RBC also queried the Natural Resources Conservation Service for the soils present on the Project site and consulted the County of San Bernardino's Biotic Resources Overlay Map for biotic resources overlay zones within the Project site and any County-mapped biological resources with potential to occur on-site. RBC refined the potential for special-status species to occur within the Project site by considering the habitat affinities of each species, the results of field habitat assessments, vegetation mapping, and knowledge of local biological resources.

The 3-mile CNDDB query returned historical occurrences of six special-status plant species and 13 special-status wildlife species *(Exhibit 4.4-2, Special-Status Species)*. Additional wildlife species that were not in the CNDDB query were added to the analysis based on their presence on-site or local knowledge and experience of the biologist. A much broader search of the CNPS Electronic Inventory (nine surrounding quadrangles) returned a list of 45 plant species with a California Rare Plant Ranking (CRPR). This list of plants was analyzed for the potential to occur at the Project site and 22 of the 45 plants identified were eliminated from further consideration because: 1) they are only known to occur at higher elevation, 2) the Project site is clearly outside of their known range or, 3) suitable habitat is not present on-site or in the vicinity of the Project. *Table 4.4-2, Special-Status Plant and Wildlife Species – Potential for Occurrence*, includes the remaining 23 plant species from the CNPS Electronic Inventory. It should be noted that Table 4.4-2 includes five plant and five wildlife species that have no potential to occur at the site. These species were included in the analysis because the Project site supports habitats similar to those that a particular species may occupy, but the habitats on-site are highly disturbed or lack specific features (e.g., seep, soil type, etc.) necessary for the species to occur.

Table 4.4-2: Special-Status Plant and Wildlife Species – Potential for Occurrence

Species	Status*	Habitat Description	Potential for Occurrence within Project Site
San Diego ambrosia (*Ambrosia pumila)*	FE, CRPR 1B.1	Perennial rhizomatous herb. Blooms April-October. Chaparral, coastal scrub, valley and foothill grasslands, vernal pools. Sandy loam or clay soils, sometimes alkaline, often in disturbed areas. Elev. 65-1360 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
Braunton's milk-vetch (*Astragalus brauntonii*)	FE, CRPR 1B.1	Perennial herb. Blooms January-August. Chaparral, coastal scrub, valley and foothill grassland. Elev. 13- 2100 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
Coulter's saltbush (*Atriplex coulteri*)	CRPR 1B.2	Perennial herb. Blooms March-October. Coastal bluff scrub, coastal dunes, coastal scrub, and valley and foothill grassland in alkaline and clay soils. Elev. 10-1510 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
Catalina mariposa lily (*Calochortus catalinae*)	CRPR 4.2	Perennial bulbiferous herb. Blooms (February) March-June. Chaparral, cismontane woodlands, coastal scrub, and valley and foothill grasslands Elev. 49-2296 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
slender mariposa lily (*Calochortus clavatus* var. *gracilis*)	CRPR 1B.2	Perennial bulbiferous herb. Blooms March-Jun (November). Chaparral, coastal scrub, valley and foothill grassland. Elev. 1045- 3280 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
Lewis' evening primrose (*Camissoniopsis lewisii*)	CRPR 3	Annual herb. Blooms March-May (June). Coastal bluff scrub, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland. Elev. 0-984 ft.	Low. Suitable habitat is present, but this species was not observed during field surveys.
smooth tarplant (*Centromadia pungens* ssp. *laevis*)	CRPR 1B.1	Annual herb. Blooms April-September. Chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grassland. Alkaline soils. Elev. 0-2100 ft.	Low. Suitable habitat is present, but this species was not observed during field surveys.
Parry's spineflower (*Chorizanthe parryi* var. *parryi*)	CRPR 1B.1	Annual herb. Blooms April-June. Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Openings in sandy or rocky soils. Elev. 900-4005.	Very low. Suitable habitat on the Project site is minimal and disturbed.
California saw-grass (*Cladium californicum*)	CRPR 2B.2	Perennial rhizomatous herb. Blooms June-September. Meadows, seeps, and alkaline or freshwater marshes and swamps. Elev. 196-5249 ft.	None. No suitable habitat is present within Project site.

Species	Status*	Habitat Description	Potential for Occurrence within Project Site
paniculate tarplant (*Deinandra paniculata*)	CRPR 4.2	Annual herb. Blooms April- November. Coastal scrub, valley and foothill grassland, vernal pools. Elev. 80-3085 ft.	Low. Suitable habitat is present, but this species was not observed during field surveys.
slender-horned spineflower (*Dodecahema leptoceras*)	CRPR 1B.1	Annual herb. Blooms April-June. Alluvial fans in chaparral and coastal sage scrub. Elev. 284-5,871 ft.	None. No suitable habitat is present within Project site.
mesa horkelia (*Horkelia cuneate* var. *puberula*)	CRPR 1B.1	Perennial herb. Blooms February-September. Maritime chaparral, cismontane woodland, and coastal scrub. Elev. 230-2,657 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*)	CRPR 4.3	Annual. Blooms January-July. Chaparral and coastal scrub. Elev. 0-2905 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
ocellated Humboldt lily (*Lilium humboldtii* ssp. *ocellatum*)	CRPR 4.2	Perennial bulbiferous herb. Blooms March-July (August). Openings within chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, riparian woodland. Elev. 95-5905 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
Pringle's monardella (*Monardella pringlei*)	CRPR 1A	Annual herb. Blooms May-June. Coastal Scrub (sandy). Elev. 980-1310 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
California muhly (*Muhlenbergia californica*)	CRPR 4.3	Rhizomatous, perennial herb. Blooms June-September. Chaparral, yellow pine forest, coastal sage scrub, wetland riparian. Elev. 816-7,834 ft.	None. No suitable habitat is present.
prostrate navarretia (*Navarretia prostrata*)	CRPR 1B.1	Annual herb. Blooms April-July. Coastal sage scrub, wetland-riparian. Elev. 65-490 ft.	None. No suitable habitat is present.
Brand's star phacelia (*Phacelia stellaris*)	CRPR 1B.1	Annual herb. Blooms March- June. Coastal dunes, coastal scrub. Elev. 0-1310 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
white rabbit-tobacco (*Pseudognaphalium leucocephalum*)	CRPR 2B.2	Perennial herb. Blooms August-November. Chaparral, cismontane woodland, coastal scrub, riparian woodland on sandy and gravelly soil. Elev. 0-6889 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
Coulter's matilija poppy (*Romneya coulteri*)	CRPR 4.2	Perennial rhizomatous herb. Blooms March-July (August). Chaparral, coastal scrub, often in burns. Elev. 65-3935 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.

Species	Status*	Habitat Description	Potential for Occurrence within Project Site
chaparral ragwort (*Senecio aphanactis*)	CRPR 2B.2	Annual herb. Blooms January-April. Chaparral, cismontane woodland, coastal scrub. Elev. 45-2625 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
salt spring checkerbloom (*Sidalcea neomexicana*)	CRPR 2B.2	Perennial herb. Blooms March-June. Chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, playas. Elev. 45-5020 ft.	Very low. Suitable habitat on the Project site is minimal and disturbed.
San Bernardino aster (*Symphyotrichum defoliatum*)	CRPR 1B.2	Perennial herb. Blooms July-November. Cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland (vernally mesic). Elev. 5-6695 ft.	None. Suitable habitat is not present.
Reptiles			
Belding's orange-throated whiptail (*Aspidoscelis hyperythra*)	WL	A variety of habitats including sage scrub, chaparral, and coniferous and broadleaf woodlands. Found on sandy or friable soils with open scrub.	Low. Suitable habitat is limited and this species was not observed during field surveys.
California glossy snake (*Arizona elegans occidentalis*)	SSC	Found in arid scrub, rocky washes, grasslands, and chaparral habitats. Prefers habitats containing open areas and loose soils for burrowing.	Low. Suitable arid scrub and grassland habitats limited.
coast horned lizard (*Phrynosoma blainvillii*)	SSC	variety of habitats including sage scrub, chaparral, and coniferous and broadleaf woodlands. Found on sandy or friable soils with open scrub. Requires open areas, bushes, and fine loose soil.	Low. Suitable open scrub habitat is limited. Species is typically known from closer to the coast.
Southern California legless lizard (*Anniella stebbinsi*)	SSC	Occurs in moist, warm loose soil with plant cover.	None. Suitable habitat is not present.
Invertebrates			
Crotch bumble bee (*Bombus crotchii*)	SCE	Open grassland and scrub habitats containing food plants including plant genera: *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and *Eriogonum*.	Low. Suitable open grassland and scrub habitat and food plants not present.
Delhi Sands flower-loving fly (*Rhaphiomidas terminates abdominalis*)	FE	Found in sandy areas composed of Delhi Fine Sands, stabilized by sparse native vegetation.	None. Suitable habitat is not present.

Species	Status*	Habitat Description	Potential for Occurrence within Project Site
Mammals			
northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*)	SSC	Inhabits coastal sage scrub, sage scrub/grassland ecotones, and chaparral communities.	Low. Suitable habitat limited on-site; repeated disturbance of the site would likely preclude this species.
pallid bat (*Antrozous pallidus*)	SSC	Day roosts in caves, crevices, mines, and in hollow trees and buildings.	Low. No suitable roosting habitat present.
San Diego black-tailed jackrabbit (*Lepus californicus bennettii*)	SSC	Habitats include early stages of chaparral, open coastal sage scrub, and grasslands near the edges of brush. Uses open land but requires some shrubs for cover.	Low. Suitable habitat is minimal and this species was not observed during field surveys.
San Diego desert woodrat (*Neotoma lepida intermedia*)	SSC	Inhabits pinyon-juniper woodlands, chaparral habitats, sagebrush, and deserts. Houses are constructed out of sticks, twigs, and rocks.	None. Suitable habitat not present.
western mastiff bat (*Eumops perotis californicus*)	SSC	Chaparral, live oaks, and arid, rocky regions. Requires downward opening crevices.	None. Suitable downward opening crevice roosts not present.
western yellow bat (*Lasiurus xanthinus*)	SSC	Occupies a range of habitats in arid and dry areas. Inhabits secluded woodlands, agricultural lands, and sometimes even residential areas.	Low. Suitable roosting habitat not present.
Birds			
burrowing owl (*Athene cunicularia*)	SSC	Found in grasslands and open scrub from coast to foothills. Strongly associated with California ground squirrel and other fossorial mammal burrows.	Low. Suitable habitat is present on-site, but no burrowing owl or sign observed.
California black rail (*Laterallus jamaicensis coturniculus*)	ST, FP	Found in salt marshes, shallow freshwater marshes, wet meadows, and flooded grassy vegetation containing emergent vegetation.	None. No suitable wet marsh habitats with emergent vegetation present.
California horned lark (*Eremophila alpestris actia*)	WL	Found from coastal deserts and grasslands to alpine dwarf-shrub habitat above treeline. Also seen in coniferous or chaparral habitats.	Low. Species known to occupy disturbed, open habitats, however this species was not observed during field surveys.
Cooper's hawk (*Accipite cooperii*)	WL (Nesting)	Typically occurs in oak woodlands but occasionally in willow or eucalyptus woodlands.	Present. Species observed flying over the Project site during field surveys.
loggerhead shrike (*Lanius ludovicianus*)	SSC (nesting)	Found within grassland, chaparral, desert, and desert edge scrub, particularly near dense vegetation used for nesting.	Low. The site supports suitable foraging habitat, but dense vegetation for nesting is not present.

Species	Status*	Habitat Description	Potential for Occurrence within Project Site
southern California rufouscrowned sparrow (*Aimophila ruficeps canescens*)	WL	Found in arid, moderate to steep rocky terrain with scattered shrub and grass cover.	Low. Suitable steep, rocky shrub and grassland terrain not present.

There are no USFWS historical occurrences of special-status species within one mile of the Project site and no designated critical habitat within one mile of the Project site.

The Project site is within the County of San Bernardino's Burrowing Owl Overlay Zone (County of San Bernardino 2012).

DELHI SANDS FLOWER-LOVING FLY HABITAT ASSESSMENT

Delhi Sands flower-loving fly is most commonly observed in sandy areas composed of Delhi fine sand with sparse cover of native shrubs. The primary nectar source for the Delhi Sands flower-loving fly is flat-top buckwheat (*Eriogonum fasciculatum*). Since several historic occurrences surround the Project site, RBC conducted a habitat assessment by surveying for suitable Delhi fine sands soil and potential Delhi Sands flower-loving fly nectar sources on the Project site.

Delhi fine sands are not present on the Project site according to the NRCS soils map for the site *(Exhibit 4.4-3: Soils)* and based on the field investigation. The site mainly supports non-native grassland with large areas that are disturbed or developed and contains very few possible nectar sources for the Delhi Sands flower-loving fly. Due to a lack of suitable Delhi fine sands and a lack of nectar sources for the Delhi Sands flower-loving fly, there is no potential for this species to occur on-site.

BURROWING OWL HABITAT ASSESSMENT

RBC assessed burrowing owl habitat in accordance with CDFW's *Staff Report on Burrowing Owl Mitigation*. Suitable burrowing owl habitat can be found in annual and perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Suitable owl habitat may also include trees and shrubs if the canopy covers less than 30 percent of the ground surface. Burrows are the essential component of burrowing owl habitat; both natural and artificial burrows provide protection, shelter, and nests for burrowing owl. Burrowing owls typically use burrows made by rodents, such as ground squirrels or badgers, but may also use human-made structures, such as concrete culverts; concrete, asphalt, or wood debris piles; or openings beneath concrete or asphalt pavement.

Following the habitat assessment, RBC conducted four protocol breeding season surveys for burrowing owl between April 16 and June 20, 2019 within the Project site and a 500-foot buffer. RBC did not observe any burrowing owl individuals, active burrows or burrowing owl sign during the 2019 protocol surveys. Based on the negative protocol surveys the Project site has low potential to support burrowing owl.

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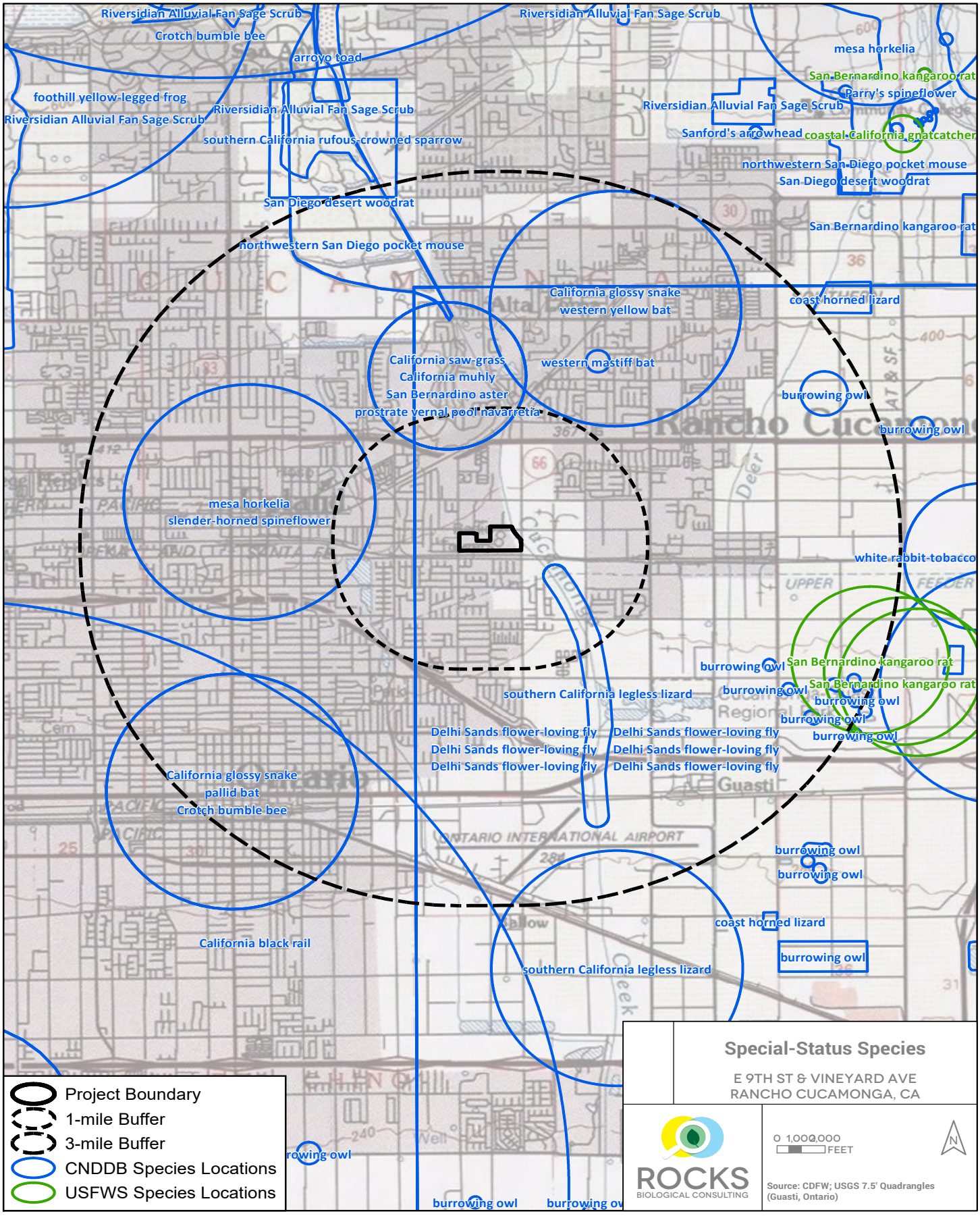

Exhibit 4.4-2: Special-Status Species
9th and Vineyard Development Project

Kimley»Horn

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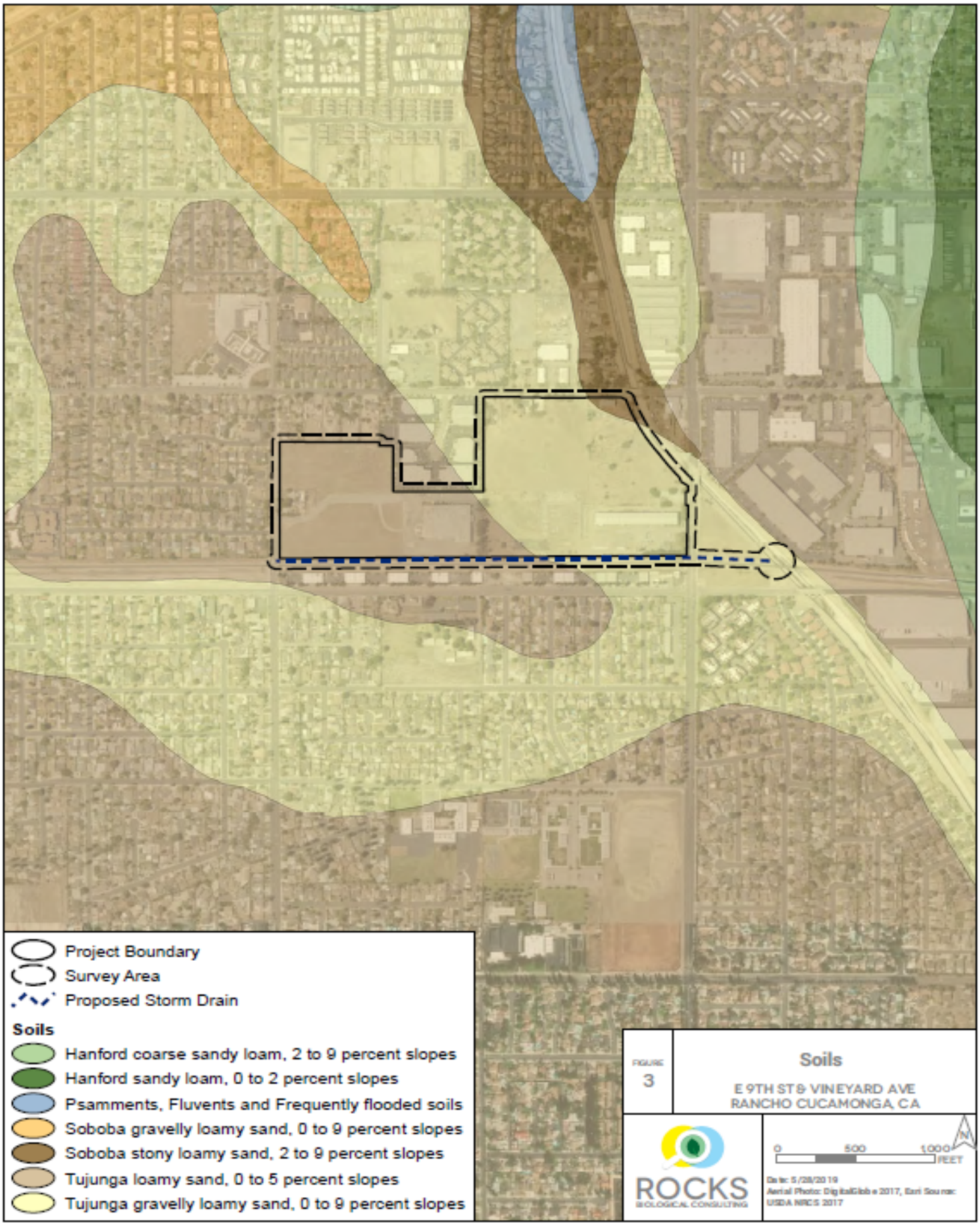

Exhibit 4.4-3: Soils
9th and Vineyard Development Project

Kimley»Horn

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4.4.3 REGULATORY SETTING

FEDERAL REGULATIONS

Federal Endangered Species Act

The ESA provides for the listing of endangered and threatened species of plants and animals and the designation of critical habitat for these listed species. ESA regulates the "taking" of any endangered fish or wildlife species, per Section 9. As development is proposed, the responsible agency or individual landowner is required to consult with the U.S. Fish and Wildlife Service (USFWS) to assess potential impacts on listed species (including plants) or the critical habitat of a listed species, pursuant to Sections 7 and 10 of the ESA. USFWS is required to determine the extent a project would impact a particular species. If USFWS determines that a project is likely to potentially impact a species, measures to avoid or reduce such impacts must be identified.

Following consultation and the issuance of a Biological Opinion, USFWS may issue an incidental take statement that allows for the take of a species if it is incidental to another authorized activity and would not adversely affect the existence of the species. Section 10 of the ESA provides for issuance of incidental take permits to non-federal parties in conjunction with the development of a habitat conservation plan (HCP). Section 7 of the ESA provides for permitting of projects where interagency cooperation is necessary to ensure that a federal action/decision does not jeopardize the existence of a listed species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA; 16 USC §703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed at 50 Code of Federal Regulations (CFR) 10.13. USFWS enforces the MBTA, which prohibits "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird, or attempt such actions, except as permitted by regulation.

Rivers and Harbors Appropriation Act of 1899

The Rivers and Harbors Appropriation Act of 1899 (Rivers and Harbors Act; 33 USC §403) prohibits the discharge of any material into navigable waters of the United States, or tributaries thereof, without a permit. The act also makes it a misdemeanor to excavate, fill, or alter the course, condition, or capacity of any port, harbor, or channel; or to dam navigable streams without a permit.

Many activities originally covered by the Rivers and Harbors Act are now regulated under the CWA, discussed below. However, the 1899 act retained relevance and created the structure under which the USACE oversees permitting under CWA §404.

Clean Water Act

Pursuant to Section 404 of the CWA (33 U.S.C. 1251 *et seq.*), the USACE is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which includes those waters listed in 33 CFR 328.3 (as amended at 85 Federal Register [FR] 22250, April 21, 2020). The USACE, with oversight from the U.S. Environmental Protection Agency (EPA), has the principal authority to issue CWA Section 404 permits. The USACE would require a Standard Individual Permit (SIP) for more than minimal impacts to waters of the U.S. as determined by the USACE.

Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit (NWP).

A water quality certification or waiver pursuant to Section 401 of the CWA is required for all Section 404 permitted actions. The RWQCB, divisions of the State Water Resources Control Board (SWRCB), provides oversight of the 401-certification process in California. The RWQCB is required to provide "certification that there is reasonable assurance that an activity that may result in the discharge to waters of the United States will not violate water quality standards." Water Quality Certification must be based on the finding that a proposed discharge will comply with applicable water quality standards.

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA.

STATE REGULATIONS

State of California Endangered Species Act

The California Endangered Species Act of 1984 (CESA), in combination with the California Native Plant Protection Act of 1977 (NPPA; CFGC §1900 et seq.), regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the state. California also lists SSC based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. CESA defines an endangered species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." CESA defines a threatened species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species." Candidate species are defined as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the Commission has published a notice of proposed regulation to add the species to either list." Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the California Fish and Game Commission. Unlike the Federal ESA, CESA does not list invertebrate species.

Sections 2080 through 2085 of CESA address the take of threatened, endangered, or candidate species by stating "no person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided." Under CESA, "take" is defined as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the state to allow "take" require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. CFGC §§1901 and 1913 provide that notification is required prior to disturbance. CDFW is responsible for assessing development projects for their potential to impact listed

species and their habitats. State-listed special-status species are addressed through the issuance of a 2081 permit (Memorandum of Understanding).

California Environmental Quality Act

CEQA was established in 1970 as California's counterpart to the National Environmental Policy Act (NEPA; 42 USC §4321 et seq.). This statute requires state and local agencies to identify significant environmental impacts related to their actions and to avoid or mitigate those impacts, where feasible.

A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project." A project is an activity undertaken by a public agency or a private activity that must receive some discretionary approval (meaning that the agency has the authority to deny the requested permit or approval) from a government agency that may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment.

Natural Community Conservation Planning Act

In 1991, the California Natural Community Conservation Planning Act (NCCP Act; CFGC §1900 et seq.) was approved and the NCCP Coastal Sage Scrub program was initiated in Southern California. California law (CFGC §2800 et seq.) established the NCCP program "to provide for regional protection and perpetuation of natural wildlife diversity while allowing compatible land use and appropriate development and growth." The NCCP Act encourages preparation of plans that address habitat conservation and management on an ecosystem basis rather than one species or habitat at a time.

California Fish and Game Code Sections 1600-1602

Pursuant to Division 2, Chapter 6, Section 1602 of the CFGC, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream, or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to 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." CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not extend to tidal areas or isolated resources (e.g., riparian or wetland areas not supported by a river, lake, or stream). CDFW reviews the proposed actions and, if necessary, submits (to the applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and the applicant is the Lake or Streambed Alteration Agreement.

California Fish and Game Code Sections 3503, 3511, 3513, 3800, 4700, 5050, and 5515

Within California, fish, wildlife, and native plant resources are protected and managed by CDFW. The California Fish and Game Commission and/or CDFW are responsible for issuing permits for the take or possession of protected species. The following sections of the CFGC address protected species: Section 3511 (birds), Section 4700 (mammals), Section 5050 (reptiles and amphibians), and Section 5515 (fish). In addition, the protection of birds of prey is provided for in Sections 3503, 3513, and 3800 of the CFGC.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act (Water Code Section 13000 *et seq*.) provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis.

The SWRCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Act.

Pursuant to the Porter-Cologne Act, the state is given authority to regulate waters of the state, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if Section 404 of the CWA is not required for the activity. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

REGIONAL AND LOCAL PLANS

County of San Bernardino Land Use Services, Planning Division

According to the County's Biotic Resources Overlay Map the Project site is located within the County of San Bernardino's Burrowing Owl Overlay Zone. The burrowing owl is listed as an SSC by CDFW.

PlanRC, City of Rancho Cucamonga General Plan Update

Resource Conservation Chapter

The Resource Conservation Chapter of the City of Rancho Cucamonga General Plan (Rancho Cucamonga GP) provides guidance on preserving, protecting, conserving the limited natural resources in the City. There are no conservation areas or habitat areas identified in the Rancho Cucamonga GP on or in the vicinity of the Project site. However, this section of the Draft EIR provides the site-specific discussion of the biological resources that are present and identifies mitigation, as necessary to protect these resources. Consistent with the information in the Rancho Cucamonga GP, there are no sensitive plant, animal, or habitat communities present.

Project relevant Rancho Cucamonga GP policies for Biological Resources are addressed below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below. The Resource Conservation Chapter of the City of Rancho Cucamonga GP provides guidance regarding the City's natural resources and their preservation. The chapter contains goals and policies that further protect those resources contained in the City.

Goal RC-2 Water Resources. Reliable, readily available, and sustainable water supplies for the community and natural environment.

Policy RC-2.3 Riparian Resources. Promote the retention and protection of natural stream courses from encroachment, erosion, and polluted urban runoff.

Goal RC-3 Habitat Conservation. Wildlife habitats that support various plants, mammals, and other wildlife species.

Policy RC-3.4 Landscape Design. Encourage new development to incorporate native vegetation materials into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.

Policy RC-3.6 Grading and Vegetation Removal. Limit grading and vegetation removal of new development activities to the minimum extent necessary for construction and to reduce erosion and sedimentation.

City of Rancho Cucamonga Development Code, Chapter 17.80 – Tree Preservation

According to the City of Rancho Cucamonga Development Code Section 17.80, trees shall be protected from indiscriminate cutting or removal, with emphasis on the protection and expansion of eucalyptus windrows. An approved Tree Removal Permit issued in compliance with Section 17.16.080 (Tree Removal Permit) is required to remove heritage trees, which are defined as any tree which meets at least one of the following criteria:

1) All eucalyptus windrows; or
2) Any tree in excess of 30 feet in height and having a single trunk diameter at breast height (DBH) of 20 inches or more as measured 4½ feet from ground level; or
3) Multi-trunk trees having a total diameter at breast height (DBH) of 30 inches or more as measured 4½ feet from ground level; or
4) A stand of trees the nature of which makes each dependent upon the others for survival; or
5) Any other tree as may be deemed historically or culturally significant by the planning director because of age, size, condition, location, or aesthetic qualities.

4.4.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for biological resources were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

METHODOLOGY AND ASSUMPTIONS

The Project and associated Project Design Features are evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning biological resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts on biological resources examines the Project's construction and operational effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: *Rocks Biological Consulting, 9th & Vineyard Development Project, San Bernardino County, California, Jurisdictional Delineation Report* (2019) and *Rocks Biological Consulting, 9th & Vineyard Development Project, San Bernardino County, California, Biotic Resources Report* (2019), review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on biological resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

PROJECT DESIGN FEATURES

The Project would include approximately four hundred eighty-seven (487) new trees to replace the approximately one hundred ninety-seven (197) trees on the site, of which seventy-one (71) are considered "heritage trees" by the City.

4.4.5 PROJECT IMPACTS AND MITIGATION

Impact 4.4-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Level of Significance: Less than Significant Impact with Mitigation Incorporated.

CONSTRUCTION

As previously discussed in *Section 4.4.2* the Project would be developed on a previously disturbed site that would include the demolition of all existing structures, with the exception of the ±1,260 sf historically significant building located at 8803 Baker Avenue, which was deemed historically significant by the City, and the existing cell tower located approximately 300 linear feet west of Vineyard Avenue along the Project's south property line. The site is located in an area that is surrounded by developed property or recently entitled properties improved with infrastructure including roadways, electrical, and utilities. As there are existing trees on and around the site, there is a potential for nesting bird impacts to occur (see MM BIO-2).

Special-Status Plants

The CNPS Electronic Inventory nine quadrangle search results included 45 plant species with a CRPR. The potential for special-status plant species to occur within the Project site was refined by considering the habitat affinities of each species, the results of field habitat assessments, vegetation mapping, and knowledge of local biological resources.

In March 2019, RBC conducted a habitat assessment for special-status (that is, rare, threatened, or endangered) plants on the Project Site. There are no special-status plant species with moderate or high potential to occur on the Project site (as discussed in Table 4.4-2). There are several rare plant species that have a low potential to occur on the Project Site. These include Lewis' evening primrose, a CNPS list 3 species; smooth tarplant, a CNPS list 1B.1 species; and paniculate tarplant, a CNPS list 4.2 species. In addition, there are several rare plant species that have a very low potential to occur on the Project site. These include San Diego ambrosia, a CNPS list 1B.1 species; Braunton's milk-vetch, a CNPS list 1B.1 species; Coulter's saltbush, a CNPS list 1B.2 species; Catalina mariposa lily, a CNPS list 4.2 species; slender mariposa lily, a CNPS list 1B.2 species; a Parry's spineflower, a CNPS 1B.1 species; mesa horkelia, a CNPS list 1B.1 species; Robinson's pepper-grass, a CNPS list 4.3 species; ocellated Humboldt lily, a CNPS list 4.2 species; a Pringle's monardella, a CNPS list 1A species; Brand's star phacelia, a CNPS list 1B.1 species; white rabbit-tobacco, a CNPS list 2B.2 species; Coulter's matiliia poppy, a CNPS list 4.2 species; a chaparral ragwort, a CNPS list 2B.2, and salt spring checkerbloom, a CNPS list 2B.2 species. The Project would not impact special-status plants due to a lack of suitable habitat for all species and the high level of site disturbance. In addition, the small impact on suitable habitat for these species would not cause a significant decline in their numbers (if present) or geographical distribution. Of the 15 special-status plants with very low potential to occur, 10 are showy (e.g. large flower or stature) and/or perennial and would likely have been observed if present on site. The five annual species would also likely have been observed as multiple field surveys were conducted during the appropriate blooming period for these species. These species are considered highly unlikely to occur. Impacts on special-status plants during construction would be less than significant.

Special-Status Animals

In March 2019, RBC conducted a habitat assessment for special-status (that is, rare, threatened, or endangered) animals on the Project Site. There are no special-status animal species with moderate or high potential to occur on the Project site (as discussed in *Table 4.4-2*). There are several special-status animal species that have a low, very low or no potential to occur on the Project Site. These include Belding's orange-throated whiptail, California glossy snake, a coast horned lizard, Southern California

legless lizard, crotch bumble bee, Delhi sands flower-loving fly, northwestern San Diego pocket mouse, pallid bat, San Diego black-tailed jackrabbit, San Diego woodrat, western mastiff bat, western yellow bat, burrowing owl, California black rail, California horned lark, loggerhead shrike and southern California rufous-crowned sparrow. The Project would not impact special-status animals or habitat for special-status animals due to a lack of suitable habitat for most species and the high level of site disturbance. However, one species, Cooper's hawk was observed flying over the Project site during the field survey. Cooper's hawk is a CDFW Watch List (nesting) species. There was no nesting activity observed in association with this species. Mitigation Measure BIO-2 would require pre-construction surveys during the nesting season (January 15 to August 31) to avoid impacts to nesting birds including Cooper's hawk. As noted in *Table 4.4-2*, the Project site has no potential to support Delhi Sands flower-loving fly; therefore, no impacts would occur, and no mitigation is required. The Project site has a low potential to support burrowing owl. Due to the degraded condition of the Project site, suitable habitat for special-status animals is limited and disturbed. With implementation of Mitigation Measures BIO-1 and BIO-2, construction impacts to burrowing owls, and special-status animals would be less than significant.

OPERATIONS

Operations of the Project would not have a significant effect on special-status plants or animals. Once construction activities for the Project is completed, no additional impacts would occur with Project operations as it relates to special-status species. The Project site is surrounded by urban development so edge effects such as lighting, noise, trash/debris, urban and stormwater run-off, toxic materials, exotic plant and animal infestation, dust, trampling, on special-status species would not occur. Therefore, impacts would be less than significant, and no further mitigation would be required.

MITIGATION MEASURES

MM BIO-1 A qualified biologist(s) will conduct a pre-construction presence/absence survey for burrowing owl at least 14 days prior to ground-disturbing activities and within 24 hours immediately before ground-disturbing activities. If burrowing owl are documented on-site, a plan for avoidance or passive relocation shall be made in coordination with CDFW prior to any ground disturbing activities. If the survey is negative, the Project may proceed without further restrictions related to burrowing owls.

Construction activities may proceed with the establishment and protection of a minimum 300' buffer area around occupied burrow(s). The size of the buffer may be reduced, if appropriate, in consultation and approval from CDFW.

MM BIO-2 Vegetation clearing and ground-disturbing activities should be conducted outside of the nesting season (January 15 to August 31). If construction activities occur during the resting season, a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including tree and shrub removal, disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Raptor species will have an avoidance buffer of 500 feet and other bird species will have an

avoidance buffer of 300 feet. These buffers may be reduced in consultation with the CDFW. If active nests are not identified, vegetation clearing, and ground disturbing activities may commence. If ground-disturbing activities are scheduled outside of nesting season a nesting bird survey will not be required.

Impact 4.4-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The Project would impact seven habitats or land uses as outlined in *Table 4.4-3 (Potential Project Impacts on Vegetation Communities/Land Uses).* The Project would impact 0.49 acre of native vegetation communities; 0.01 acre of sycamore, 0.02 acre of Fremont's cottonwood, and 0.46 acre of disturbed Riversidean sage scrub. As noted above, the entire Project site is highly disturbed and dominated by non-native vegetation. Therefore, impacts on non-native vegetation communities or habitats would be less than significant.

Table 4.4-3: Potential Project Impacts on Vegetation Communities/Land Uses

Land Use (Map Code)	Impacts within Project site (gross acres)*
Developed (DEV)	16.74
Disturbed (DIST)	4.02
Eucalyptus woodland (EUC)	0.88
Fremont's cottonwood (FC)	0.02
Non-native grassland (NNG)	24.94
Riversidean sage scrub – Disturbed (RSS-D)	0.46
Western sycamore (SYC)	0.01
Total	47.07

**Acreages rounded to the hundredths based on raw numbers provided during GIS analysis of the Project.*
Source: Rocks Biological Consulting, *Biotic Resources Report*. 2021. (Appendix C).

A total of 197 trees are expected to be removed prior to any grading or excavating activities. Fremont's cottonwood (0.02 acre) and western sycamore (0.01 acre) vegetation communities contain native tree species and would be protected under the City of Rancho Cucamonga Development Code, §17.16.080. Further, Eucalyptus Woodland (0.88 acre) contains river red gum trees which are considered heritage trees under the City of Rancho Cucamonga Development Code, §17.16.080. If not mitigated, the loss of ordinance-protected trees from the Project site would be considered a significant impact under CEQA because it conflicts with the City of Rancho Cucamonga's Municipal Code. As identified in Standard Conditions and Requirements SC BIO-1, an arborist report and a Tree Removal Permit issued in compliance with §17.16.080 of the City of Rancho Cucamonga Development Code must be obtained to remove any tree which meets the criteria of a heritage tree, as described in the City of Rancho Cucamonga Development Code §17.80. A tree removal permit is described in *Section 3.0 Project Description* and is requested as part of the Project. Furthermore, pursuant to §17.56.080 of the Rancho Cucamonga Development Code, the Project's proposed landscape would include replacement trees

consistent with the requirements of the Development Code. Those trees are as shown on the landscape plan to be reviewed and approved by the City with the Design Review application submitted for the Project. Adherence to Standard Conditions SC BIO-1, and replacement of tree's pursuant to the development code would reduce the potential impacts to native and ordinance-protected tree species to a less than significant level.

STANDARD CONDITIONS AND REQUIREMENTS

SC BIO-1: The Applicant shall hire a qualified arborist and obtain a City of Rancho Cucamonga Tree Removal Permit prior to the removal of any heritage trees in compliance with Section 17.16.080 of the City of Rancho Cucamonga Development Code.

MITIGATION MEASURES

No mitigation is required.

Impact 4.4-3: Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Level of Significance: Less than Significant Impact with Mitigation Incorporated.

CONSTRUCTION AND OPERATIONS

The Project would not impact riparian areas or vernal pools. Based upon the results in the Jurisdictional Delineation Report, the Project would permanently impact approximately 0.01 acre of non-wetland water of the U.S./State jurisdictional by the USACE and RWQCB and intermittent streambed jurisdictional by CDFW within the concrete-lined portion of Cucamonga Creek through the construction of an outfall structure in a small section of the existing concrete-lined bank of the channel. Note that Project impacts are based on preliminary project designs, specifically an approximately 66 to 78-inch wide storm drain that would connect the storm drain system to the concrete-lined Cucamonga Creek. Minor adjustments or changes could occur to the final design of the storm drain once project designs are finalized. Furthermore, the Jurisdictional Delineation Report (JDR) (Appendix C) has been issued an Approved Jurisdictional Determination (AJD) by the USACE confirming the jurisdictional and non-jurisdictional status of the features on-site under pre-2015 regulations. Ditch 1 and Ditch 2 were determined to be non-jurisdictional aquatic resources (see attached AJD issued by the USACE on May 14, 2020 in Appendix C), as these features were considered to be man-made ditches excavated wholly in and draining only uplands for localized runoff-conveyance purposes (i.e., do not appear to connect to Cucamonga Creek) with no defined bed and bank or OHWM and are not relocated natural drainages or excavated tributaries. On April 21, 2020, the U.S. Environmental Protection Agency (EPA) and the Department of the Army (Army) published the Navigable Waters Protection Rule (NWPR) in the Federal Register to finalize a revised definition of "waters of the United States" under the Clean Water Act. This final rule became effective on June 22, 2020. Although the Jurisdictional Delineation does not reference this updated regulatory definition of "waters of the United States," *the 9th & Vineyard Development Project Jurisdictional Delineation Report* and an associated request for an *Approved Jurisdictional Determination (AJD)* were completed and submitted to the USACE to conclude Ditch 1 and 2 are not USACE-jurisdictional in November 2019, prior to the effective date of the updated definition of the waters of the U.S. per the Navigable Waters Protection Rule [NWPR] (85 Federal Register [FR]

22250, April 21, 2020). The project was issued an AJD by the USACE confirming the jurisdictional and non-jurisdictional status of the features on-site under pre-2015 regulations. This determination is valid for five years and as such, the JDR included as Appendix C to this Draft EIR is not recommended to be modified.

While the project would result in a permanent impact to Cucamonga Creek as stated above, the project would not result in the permanent *loss* (i.e., would not result in conversion of an aquatic resource into an upland area) of waters of the U.S., waters of the State, or CDFW streambed given the project essentially replaces a portion of the Cucamonga Creek concrete-lined bank with a concrete outfall structure and would not alter upstream to downstream flows and/or the drainage pathway within the channel. Furthermore, the extent of Cucamonga Creek within the project area provides limited aquatic resource functions (i.e., surface water flows/storage within an artificially constructed concrete-lined channel void of vegetation and sediment). The channel is anticipated to maintain current aquatic resource function after project implementation, will not be converted to an upland, nonaquatic resource, and will not result in a net loss of waters or streambed. As such, the proposed project impacts on jurisdictional waters and streambed would not be significant and should not require compensatory mitigation by the regulatory agencies. To further reduce impacts on jurisdictional waters and streambed, implementation of Mitigation Measure BIO-3 is recommended.

MITIGATION MEASURES

MM BIO-3 Prior to any ground disturbing activity near the jurisdictional feature, applicable permits shall be obtained through the USACE, RWQCB, and CDFW for impacts to jurisdictional features. The Applicant shall be obligated to implement/comply with the mitigation measures required by the resource agencies regarding impacts on their respective jurisdictions. Temporary fill from the concrete channel will be removed after construction and will not require post-project restoration.

Impact 4.4-4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The Project site is not located within a known migratory wildlife corridor nor serves as wildlife nursery site. The site does not have any water resources that support fish species and the site would not be used as a migration corridor due to the presence of surrounding existing development/redevelopment. Construction of the Project would not impact a wildlife corridor. The site is developed and surrounded by urban uses including residential, commercial and industrial. The site is surrounded by improved roadways, a fenced channel that limits any wildlife movement, and development that further limits development through the site. The new development proposes new walls around the existing fenced channel and would continue to limit any access to the site for wildlife movement. Further, the site is highly disturbed, lacks natural habitat or topography, and is predominantly surrounded by development. Therefore, there would be no impact to migratory wildlife or corridors and no mitigation is required.

MITIGATION MEASURES

No mitigation is required.

Impact 4.4-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Level of Significance: Less than Significant Impact

CONSTRUCTION AND OPERATIONS

As discussed above, removal of native tree species (Fremont's cottonwood and western sycamore) which meet the criteria of a heritage tree would require a Tree Removal Permit per Section 17.16.080 of the City of Rancho Cucamonga Development Code. The Project area would be constructed in compliance with the requirements of the City's General Plan. The City of Rancho Cucamonga GP provides goals, policies, and implementation measures for the conservation of biological resources. Goal RC-3 is focused on habitat conservation and protecting wildlife habitats and species. Since the Project site is zoned for Industrial Park (IP) and Neo-Industrial (NI) and allows for warehousing, habitat conservation areas and wildlife habitats and species would not be affected. Adherence to regulations already in place through the development application and review process at the City and with the implementation of SC BIO-1 listed above would reduce the potential impacts to native tree species to less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.4-6: Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The Project site is not identified as a Conservation Area and wildlife habitats are not identified on the Project site as shown on Figure RC-1 and RC-2 of the Rancho Cucamonga GP. Furthermore, the City of Rancho Cucamonga does not have any areas that are covered by an adopted HCP, NCCP, or other approved State Habitat Conservation Plan. Thus, the Project would not conflict with an adopted HCP NCCP, or other approved local, regional, or state habitat conservation plan. No mitigation is required, and impacts would be less than significant.

MITIGATION MEASURES

No mitigation is required.

4.4.6 CONCLUSION

As outlined above, the Project would not result in significant impacts on biological resources with the implementation of MM BIO-1 through MM BIO-3 and SC BIO-1. The Project site is highly disturbed, and no special-status plant, wildlife, or habitats were observed within the Project site. The potential for special-status plants and animals to occur exists. For example, as a Cooper's hawk was observed flying

over the site during field surveys, but no evidence of this species inhabiting the Project site. Several special-status wildlife species, most notably burrowing owl have low or very low potential to occur based on their current distribution and habitat requirements. No burrowing owl, burrowing owl sign, or active burrows were observed during the habitat assessment or breeding season protocol surveys, and burrowing owl are presumed absent from the site. However, a pre-construction burrowing owl survey should be conducted to document the continued absence of burrowing owl from the Project site (MM BIO-1). Suitable avian nesting habitat is present on site. A pre-construction clearance survey for nesting birds should be conducted to ensure there are no impacts on nesting birds (MM BIO-2). The Project would potentially impact ordinance-protected trees. However, compliance with Section 17.16.080 of the City's Development Code would require an arborist report and Tree Removal Permit prior to removal of any protected trees (SC BIO-1), Section 17.56.080 would require replacing the removed tree's with new trees at the Planning Directors discretion which would reduce impacts to protected trees a less than significant level. The Project, as currently proposed, would permanently impact non-wetland waters of the U.S./State jurisdictional by the USACE and RWQCB and intermittent streambed jurisdictional by CDFW. Permitting through the USACE, RWQCB, and CDFW for such impacts would be required (MM BIO-3). The Project would not conflict with an adopted HCP NCCP, or other approved local, regional, or state habitat conservation plan.

4.4.7 CUMULATIVE IMPACTS

Cumulative impacts are the direct and indirect impacts of a Project which, when considered alone, would not be deemed substantial, but when considered in addition to the impacts of related projects in the area, would be considered potentially significant. 'Related projects' refers to past, present, and reasonably foreseeable future projects which would have similar impacts on the Project. For purposes of biological resources, cumulative impacts are considered for projects located within Rancho Cucamonga; see *Table 4.0-1, Cumulative Projects List*. As previously discussed, the Project would not result in significant impacts on biological resources with the implementation of MM BIO-1 through MM BIO-3 and SC BIO-1, as the Project site is highly disturbed, and no special-status plant, wildlife, or habitats were observed within the Project site. Additionally, all Project impacts to biological resources would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards, in addition to Project Design Features , and implementation of EIR mitigation measures. The Project would not adversely affect or modify wildlife corridors as the site is developed with existing structures, surrounded by development and the Project would not conflict with an approved habitat conservation plan.

There are no special-status plant or animal species with moderate or high potential to occur on the Project site. The Project is not anticipated to significantly contribute to cumulative impacts on biological resources. Implementation of mitigation would avoid impacts to nesting bird species that have even a low potential to occur on the Project site. In addition, the Project would permanently impact approximately 0.01 acres of non-wetland waters of the U.S./State jurisdictional by the USACE and RWQCB and intermittent streambed jurisdictional by CDFW. The impact to jurisdictional waters of the U.S./State would occur to a concrete-lined portion of Cucamonga Creek (flood control channel). Mitigation would be implemented as detailed above that would reduce the cumulative impacts to waters of the U.S. and State, and to special-status animal species to levels regarded as less than significant pursuant to CEQA.

While the Project-related impacts would be considered cumulative with other projects in the City, the mitigation measures prescribed above would offset cumulative impacts to waters of the U.S/State, and to special-status species to levels regarded as less than significant pursuant to the CEQA Standard regulatory requirements and procedures are required of other present and reasonably foreseeable future projects. As a result, the Project taken in sum with past, present, and reasonably foreseeable projects would not result in cumulatively considerable impacts on biological resources. Therefore, cumulative impacts are less than significant.

4.4.8 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable biological resource impacts have been identified.

4.4.9 REFERENCES

Rocks Biological Consulting (2021). *Biotic Resources Report.* Rancho Cucamonga, CA: Rocks Biological Consulting

City of Rancho Cucamonga. (2021). *PlanRC, Rancho Cucamonga General Plan Update*. Rancho Cucamonga, CA: City of Rancho Cucamonga.

Rocks Biological Consulting (2019). *Jurisdictional Delineation Report.* Rancho Cucamonga, CA

4.5 CULTURAL RESOURCES

4.5.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the potential environmental impacts of the 9th and Vineyard Development Project (Project) as they relate to the regulatory settings of cultural resources as it relates to archaeological remains, historic buildings, traditional customs, tangible artifacts, historical documents, and public records. Historically, the term "cultural resources" encompassed archaeological, historical, paleontological and tribal cultural resources, including both physical and intangible remains, or traces left by historic or prehistoric peoples. However, with the recent changes to the State CEQA Guidelines Appendix G, paleontological resources are now included in the Geology and Soils analysis (see *Section 4.7*). Cultural resources can also include traditional cultural properties and places, including ceremonial and gathering areas, landmarks and ethnographic locations. Cultural resources also relate to archaeological remains, historic buildings, traditional customs, tangible artifacts, historical documents, and public records, which make a particular site or property unique or significant. Cultural resources are also discussed in *Section 4.17, Tribal Cultural Resources*.

The analysis is based primarily on cultural resource studies that are contained in *Appendix D, Cultural Resources Reports,* including: (1) ASM Affiliates' *Cultural Resource Study Findings Memo for the 9th and Vineyard Development Project* dated November 6, 2019*; (2); Kathryn McGee's 2019 Historic Resource Assessment* dated April 26, 2019 and revised June 23, 2021; and (3) *Kathryn McGee's Historical Resources Impacts Analysis for CEQA Review* dated June 1, 2021. The cultural evaluations were conducted in compliance with California Public Resources Code (PRC) §5024.1 to identify prehistoric archaeological and historic resources in the 9th and Vineyard Development (Project) area and evaluates potential impacts that could result from implementation of the Project. In accordance with PRC §21082.3 and Government Code §6254(r), due to the confidential nature of the location of cultural resources, this section does not include maps or location data.

4.5.2 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

The Project site contains multiple existing buildings and structures used for commercial/industrial purposes. *Table 4.5-1: Project Site Features,* summarizes the developed features observed on the various Project parcels.

Table 4.5-1: Project Site Features

Assessor's Parcel Number	Surface Feature
0207-271-25	Vacant, industrial building
0207-271-27	Vacant, office building
0207-271-40	Historically significant building
0207-271-93	Vacant, industrial buildings
	Cell tower
0207-271-94	Vacant, industrial building
0207-271-97	Two concrete slabs
0207-271-96	Related improvements to vacant industrial building
0207-271-89	Vacant, single-family residential
0207-271-39	Vacant, single-family residential

ETHNOGRAPHIC, ARCHAEOLOGICAL, AND HISTORIC CONTEXT

Please refer to *Section 4.17 Tribal Cultural Resources,* Regarding the ethnography of Native American tribes with the Project Area. For information on the cultural setting and archeological and historical context, see Appendix D.

9TH STREET AND VINEYARD AVENUE HISTORICAL DATA

Prehistoric Setting

Archaeological investigations in San Bernardino County and elsewhere in southern California have documented a diverse range of prehistoric human occupations, extending from the terminal Pleistocene to the time of European contact.

Brief City History

The word "Cucamonga" a Shoshone word for "sandy place," first appeared in a written record of the San Gabriel Mission dated 1811. In the mid-1800s, Mexican authorities in Alta California made a number of large land grants in the valley. The 13,000-acre Ranch Cucamonga was granted to Los Angeles City Council president and businessman Tiburcio Tapia in 1839 and planted some of Rancho Cucamonga's first Vineyards. After the acquisition of land and water (1877-1946) to the region, the formerly separate towns of Etiwanda, Cucamonga, and Alta Loma united to incorporate as the City of Rancho Cucamonga. Railroad construction, and agricultural economic growth defined early Rancho Cucamonga, but the City is now largely residential, with some manufacturing and aerospace industries and retail businesses.

METHODOLOGY

Records Search[1]

A record search at the South Central Coastal Information Center (SCCIC) identified 48 previous cultural resources studies have been conducted within a one-mile radius of the Project site. Four of the studies, SB-06814, SB-07483, SB-08119, and SB-08120, have encompassed small areas within the Project area while one study, SB-04160, was conducted directly adjacent to the north-central edge of the area, encompassing the area currently occupied by a recently developed office park.

SB-06814: This study encompassed the area of a proposed cell tower at 8830 Vineyard Avenue. No prehistoric or historical resources were encountered.

SB-07483: This study included archaeological survey and evaluation of two residential properties within an approximately 1.25-acre area at 8705 and 8715 E. 9th Street, at the north edge of the Project. The report concluded that the project area has a low sensitivity for prehistoric archaeological resources and a moderate sensitivity for historical period resources. The structures at the site were recommended not to be considered as historical resources for the purposes of CEQA; the structures have since been demolished.

SB-08119: This study included evaluation of two residential properties at 8803 and 8817 Baker Avenue, at the west edge of the Project; no archaeological survey was undertaken. The residence at 8817 Baker

[1] ASM Affiliates. (2019). *Cultural Resource Study Findings Memo.* Can be accessed in Appendix D

has been demolished; the structure at 8803 Baker would be preserved in place (see **Historical Building/8803 Baker Avenue** below for additional discussion).

SB-08120: This study included evaluation of three historical-period buildings at 8810 Vineyard Avenue, at the east edge of the Project; no archaeological survey was undertaken. The structures at 8810 Vineyard have since been demolished.

ASM also identified a total of 46 cultural resources that were previously recorded but only one single extant resource remains within the Project which is the residential building at 8803 Baker Avenue (Refer to *Table 2, Previously Documented Resources within the 0.5-mile Records Search Radius* within ASM Affiliates' 2019 Cultural Resource Study Findings Memo dated April 26, 2019*)*. This resource was found to be significant and is integrated within the Project design, as shown in *Exhibit 3.3 - Master Site Plan.*

NAHC Sacred Lands File Search

Please refer to *Section 4.17 Tribal Cultural Resources,* for information regarding the NAHC results.

Pedestrian/Field Survey

A pedestrian field survey of the Project site was conducted of all accessible portions of the site and resulted in no evidence of either prehistoric or historical archaeological materials available.

HISTORICAL BUILDING/8803 BAKER AVENUE

The residential building at 8803 Baker Avenue (Assessor's Parcel Number 0207-271-40) was deemed as a potentially significant resource. The residential building was first nominated as a City of Rancho Cucamonga Historic Landmark in 2014 due to potential association with important local builder Konstanty "Steve" Stys (1894-1961), who utilized Folk Architecture with unique materials.[2] However, the request was withdrawn, and the designation did not move forward. The subject property was evaluated a year later in a Historic Building Evaluation report prepared by CRM Tech dated May 9, 2015, who found the subject property to be ineligible as a historical resource under CEQA. However, a peer review conducted by LSA Associates, Inc. dated August 5, 2015, disagreed with the CRM Tech findings and asserted the eligibility of the subject property as a local designation for potential Stys association. In association with the Project, a *Historic Resource Assessment* dated April 26, 2019, was prepared for the building.

The *Historic Resource Assessment* provided additional research on the site and structure. In addition, several phone interviews with the original owners (the Carwells) provided information about the design and construction of the house as well as a link to Stys by using salvaged local materials, such as concrete rubble and telephone poles. This design style and use of materials are very similar to Stys' important local buildings. Furthermore, the Carwells had a personal relationship with Stys due to a friendship between Shirley Carwell's father and Stys.[3] According to the National Register nomination for the Russian Village, it was known that Stys often helped other local individuals with advice on how to build their homes in salvaged local materials. It's highly likely that Stys advised the Carwell's on building their home, as Stys constructed similar buildings around that area.

[2] Mayuko Nakajima, Assistant Planner, City of Rancho Cucamonga, Staff Report re Historic Landmark Designation DRC2014-00206-Dennis Myskow, submitted to Chairman of the Historic Preservation Commission, submitted by Candyce Burnett, Former Planning Manager.

[3] Shirley Carwell (daughter of James and Jennie Carwell), phone interviews conducted by Kathryn McGee, April 22, 2019 and April 25, 2019.

Although Stys did not build the existing subject property, the information above helps the subject property meet local eligibility criteria for listing as a Local Historic Landmark and for listing in the California Register of Historical Resources (California Register). Due to alterations, the building may not retain sufficient integrity for listing in the National Register of Historic Places (National Register). Since the property is eligible for listing in the California Register as well as for local designation, it is a historical resource for purposes of CEQA and local project review evaluated in *Section 4.5.5, Project Impacts and Mitigation.*

4.5.3 REGULATORY SETTING

FEDERAL

Section 106 of the National Historic Preservation Act

Projects that are subject to the Clean Water Act, which will involve the USACE, will be reviewed in accordance with Section 106 of the National Historic Preservation Act (NHPA). The NHPA of 1966, as amended, is the primary set of federal laws governing projects that may affect cultural resources. Section 106 of the NHPA addresses Federal undertakings and requires agencies to review and evaluate how undertakings may impact historic properties.

A "Federal Undertaking" is defined as a project, activity or program that is funded, permitted, licensed, or approved by a Federal agency. Federal undertakings can occur on or off federally controlled properties and include new and continuing projects, activities, or programs, or any element thereof. Permitting pursuant to the Clean Water Act is considered a Federal undertaking for purposes of compliance with the NHPA.

Under Section 106 of the NHPA, federal agencies are required to consider the effects of their actions on properties that are listed in, or eligible for listing in, the NRHP. The following are the four general processing steps for Section 106 compliance:

1. Initiate the Section 106 process by establishing the undertaking, developing a plan for public involvement and identifying other consulting parties;
2. Identify historic properties by determining the scope of efforts, identifying cultural resources and evaluating their eligibility for inclusion in the NRHP;
3. Assess adverse effects to historic properties by applying the criteria of adverse effects to historic properties; and
4. Resolve adverse effects by consulting with the SHPO and other consulting agencies, including the Advisory Council if necessary, to develop an agreement that addresses the treatment of historic properties.

To address their Section 106 obligations, the USACE promulgated implementing regulations at 33 Code of Federal Regulations (CFR) Part 325, *Appendix C*.[4] Appendix C establishes procedures to fulfill the requirements set forth in the NHPA. The USACE follows these procedures rather than those outlined in 36 CFR Part 800.

[4] USACE. *33 SFR 325 Appendix C – Procedures for the Protection of Historic Properties*. Retrieved from USACE Website: https://www.lrl.usace.army.mil/Portals/64/docs/regulatory/Coordination/33%20CFR%20325%20Appendix%20C.pdf. Accessed July 15, 2019.

Appendix C, "designated historic property" is a historic property listed in the NRHP or which has been determined eligible for listing in the NRHP pursuant to 36 CFR Part 63. A historic property that, in both the opinion of the SHPO and the USACE district engineer, appears to meet the criteria for inclusion in the NRHP will be treated as a "designated historic property."

The USACE will identify a "permit area" for the Project, in accordance with the following:

1) The term "permit area" as used in this appendix means those areas comprising the waters of the United States that will be directly affected by the proposed work or structures and uplands directly affected as a result of authorizing the work or structures. The following three tests must all be satisfied for an activity undertaken outside the waters of the United States to be included within the "permit area":

    i. Such activity would not occur but for the authorization of the work or structures within the waters of the United States;

    ii. Such activity must be integrally related to the work or structures to be authorized within waters of the United States. Or, conversely, the work or structures to be authorized must be essential to the completeness of the overall project or program; and

    iii. Such activity must be directly associated (first-order impact) with the work or structures to be authorized.

Title 36 CFR §60.4[5] provides the criteria for evaluation of NRHP eligibility.

National Register criteria for evaluation. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

a) that are associated with events that have made a significant contribution to the broad patterns of our history; or

b) that are associated with the lives of persons significant in our past; or

c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d) that have yielded, or may be likely to yield, information important in prehistory or history.

Criteria considerations. Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria of if they fall within the following categories:

[5] E-CFR. (2019). Title 36, Chapter I, Part 60, Section 60.4 – Criteria for evaluation. Retrieved from ECFR Website: https://www.ecfr.gov/cgi-bin/retrieveECFR?gp=1&SID=d43e4082493a66fe58adb0225f620703&ty=HTML&h=L&r=SECTION&n=36y1.0.1.1.26.0.45.4. Accessed July 15, 2019.

a) A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

b) A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life.

d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

g) A property achieving significance within the past 50 years if it is of exceptional importance.

Establishing NRHP eligibility also depends on integrity of location, design, setting, materials, workmanship, feeling, and association. Sites that meet one or more NRHP eligibility criteria but do not retain integrity are not eligible for the NRHP. Guidance regarding integrity of location, design, setting, materials, workmanship, feeling and association is provided by National Register Bulletin (NRB) 15[6]:

Location - Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

Design - Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for

[6] NRHP (2002). National Register Bulletin 15. Retrieved from NPS Website: https://www.nps.gov/nr/publications/bulletins/nrb15/. Accessed July 15, 2019.

historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related: for example, spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archaeological sites.

Setting - Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how not just where the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences. The physical features that constitute the setting of a historic property can be either natural or man-made, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property but also between the property and its surroundings. This is particularly important for districts.

Materials - Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.

A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. The property must also be an actual historic resource, not a re-creation; a recent structure fabricated to look historic is not eligible. Likewise, a property whose historic features and materials have been lost and then reconstructed is usually not eligible.

Workmanship - Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques.

Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery. Examples of workmanship in prehistoric contexts include Paleo-Indian clovis projectile points; Archaic period beveled adzes; Hopewellian birdstone pipes; copper earspools and worked bone pendants; and Iroquoian effigy pipes.

Feeling - Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic

character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th century. A grouping of prehistoric petroglyphs, unmarred by graffiti and intrusions and located on its original isolated bluff, can evoke a sense of tribal spiritual life.

Association - Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. For example, a Revolutionary War battlefield whose natural and manmade elements have remained intact since the 18th century will retain its quality of association with the battle. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the NRHP.[7]

NATIONAL REGISTER BULLETIN 38

The National Park Service (NPS) has prepared guidelines to assist in the documentation of cultural resources, to coordinate the incorporation of provisions for the consideration of such resources into departmental planning documents and administrative manuals, and to encourage the identification and documentation of such resources by state and federal agencies. NRB 38[8] is intended to be an aid in determining whether properties thought or alleged to have traditional cultural significance are eligible for inclusion in the NRHP and to assist federal agencies, SHPOs, Certified Local Governments, Native American Tribes, and other historic preservation practitioners who need to evaluate such properties when nominating them for inclusion in the NRHP or when considering their eligibility for the NRHP as part of the review process prescribed by the Advisory Council on Historic Preservation (ACHP) under Section 106 of the NHPA.

As described in NRB 38, "A traditional cultural property…can be defined generally as one that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community."

According to the guidance in NRB 38, TCPs are a broad group of properties that can include:

- "a location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world;
- a rural community whose organization, buildings and structures, or patterns of land use reflect the cultural traditions valued by its long-term residents;
- an urban neighborhood that is the traditional home of a particular cultural group, and that reflects its beliefs and practices;
- a location where Native American religious practitioners have historically gone, and are known or thought to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice; and

[8] U.S. Department of the Interior, National Park Service. (rev. 1998). *National Register Bulletin 38 – Guidelines for Evaluating and Documenting Traditional Cultural Properties*. Retrieved from NPS Website: https://www.nps.gov/nr/publications/bulletins/nrb38/. Accessed July 15, 2019.

- a location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historic identity."

NRB 38 provides the following guidance:

- "In the case of a TCP, there are two fundamental questions to ask about integrity. First, does the property have an integral relationship to traditional cultural practices or beliefs; and second, is the condition of the property such that the relevant relationships survive?"

And:

- "If the property is known or likely to be regarded by a traditional cultural group as important in the retention or transmittal of a belief, or to the performance of a practice, the property can be taken to have an integral relationship with the belief or practice, and vice-versa."

The intent of recognizing TCPs is to add to the more commonplace architectural and archaeological investigations that can understate tribal or cultural values in recognizing historic properties of cultural importance. Examples of TCPs include the San Juan River in New Mexico; Nantucket Sound in the Atlantic Ocean offshore from Massachusetts; Chinatown in Honolulu, HI; abandoned household structures; numerous archaeological sites; and the traditional community of Grouse Creek in Utah.

It is important to note that under the federal guidance, TCPs are not limited to those properties where continual use of the site can be established. However, the ACHP has provided conflicting guidance. The ACHP is an independent federal agency that promotes the preservation, enhancement, and productive use of our nation's historic resources, and advises the President and Congress on national historic preservation policy. In 2012 the ACHP published guidance saying:

> "… Bulletin 38 has sometimes been interpreted as requiring an Indian tribe to demonstrate continual use of a site in order for it to be considered a TCP in accordance with Bulletin 38. This requirement could be problematic in that tribal use of a historic property may be dictated by cyclical religious or cultural timeframes that do not comport with mainstream conceptions of "continuous" use; while in many other cases, tribes have been geographically separated from and/or denied access to historic properties of religious and cultural significance to them. It is important to note that under the NHPA and the Section 106 regulations, the determination of a historic property's religious and cultural significance to Indian tribes is not tied to continual or physical use of the property."

STATE

California Register of Historical Resources

Created in 1992 and implemented in 1998, the 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 what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and CHL numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California PHI program, identified as significant in historical 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 SHRC determines that it meets any of the following criteria, which are modeled on 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.

According to 14 CCR Section 4852(a), types of resources eligible for nomination:

1) **Building**. A resource, such as a house, barn, church, factory, hotel, or similar structure created principally to shelter or assist in carrying out any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn;

2) **Site**. A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historical, cultural, or archaeological value regardless of the value of any existing building, structure, or object. A site need not be marked by physical remains if it is the location of a prehistoric event, and if no buildings, structures, or objects marked it at that time. Examples of such sites are trails, designed landscapes, battlefields, habitation-sites, Native American ceremonial areas, petroglyphs, and pictographs;

3) **Structure**. The term "structure" is used to describe a construction made for a functional purpose rather than creating human shelter. Examples of structures include mines, bridges, and tunnels;

4) **Object**. The term "object" is used to describe those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed, as opposed to a building or a structure. Although it may be moveable by nature or design, an object is associated with a specific setting or environment. Objects should be in a setting appropriate to their significant historic use, role, or character. Objects that are relocated to a museum are not eligible for listing in the California Register. Examples of objects include fountains, monuments, maritime resources, sculptures, and boundary markers; and

5) **Historic district**. Historic districts are unified geographic entities which contain a concentration of historic buildings, structures, objects, or sites united historically, culturally, or architecturally. Historic districts are defined by precise geographic boundaries. Therefore, districts with unusual boundaries require a description of what lies immediately outside the area, in order to define the edge of the district and to explain the exclusion of adjoining areas. The district must meet at least one of the criteria for significance discussed in Section 4852(b)(1)-(4) of this chapter.

Under PRC Section 5024.1 and 14 CCR Section 4852(c), a cultural resource must retain integrity to be considered eligible for the CRHR. Specifically, it must retain sufficient character or appearance to be recognizable as a historical resource and convey reasons of significance. Integrity is evaluated with regard to retention of such factors as location, design, setting, materials, workmanship, feeling, and association.

Cultural sites that have been affected by ground-disturbing activities, such as agricultural activities and off-road vehicle use (both of which occur within the Project site), often lack integrity because they have been directly damaged or removed from their original location, among other changes.

Typically, a prehistoric archaeological site in California is recommended eligible for listing in the CRHR based on its potential to yield information important in prehistory or history (Criterion 4). Important information includes chronological markers such as projectile point styles or obsidian artifacts that can be subjected to dating methods or undisturbed deposits that retain their stratigraphic integrity. Sites such as these have the ability to address research questions.

California Environmental Quality Act

California public agencies must consider the effects of their actions on both "historical resources" and "unique archaeological resources." Pursuant to PRC Section 21084.1, a "project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment." PRC Section 21083.2 additionally requires agencies to determine whether proposed projects would have effects on "unique archaeological resources."

"Historical resource" is a term with a defined statutory meaning. Under California Code of Regulations (CCR), Title 14, Chapter 3 ([CEQA] Guidelines), Section 15064.5 (a) "historical resource" includes the following:

- A resource listed in or determined to be eligible by the State Historical Resources Commission (SHRC), for listing in the CRHR (PRC Section 5024.1 and Title 14 CCR, Section 4850 et seq.).
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a Lead Agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the Lead Agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the Lead Agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (PRC Section 5024.1 and Title 14 CCR Section 4852) including the following:
    - Criterion 1 - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
    - Criterion 2 - Is associated with the lives of persons important in our past;
    - Criterion 3 - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
    - Criterion 4 - Has yielded, or may be likely to yield, information important in prehistory or history.

CEQA addresses significant impacts to historical resources. "A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (CEQA Guidelines Section 15064.5(b)(1)).

CEQA also requires agencies to consider whether projects will affect "unique archaeological resources." PRC Section 21083.2, subdivision (g), states that "'unique archaeological resources' means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3) Is directly associated with a scientifically recognized, important prehistoric or historic event or person."

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 designated after December 1997 and recommended by the SHRC 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 is 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 of Historical Interest, a resource must meet at least one of the following criteria: (1) it is the first, last, only, or most significant of its type within the local geographic region (City or county); (2) it is associated with an individual or group having a profound influence on the history of the local area; or (3) it is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

California Senate Bill 18

Senate Bill 18 requires local governments to consult with California Native American tribes identified by the California Native American Heritage Commission prior to the adoption or amendment of general plan or specific plan. In addition, California law protects Native American burials, skeletal remains, and

associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains.

California Assembly Bill 52

On July 1, 2015, California Assembly Bill (AB) 52 of 2014 was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2).

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be released. AB 52 requires that lead agencies "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the Lead Agency, in writing, to be informed by the Lead Agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the Lead Agency.

On July 1, 2015, AB 52 went into effect as an amendment to the CEQA process, which required governmental agencies to consult with Native American tribes sooner in the development process and to consider tribal cultural resources aside from only archaeological resources.

Health and Safety Code Section, 7050.5 and 7052

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

More precisely, if human remains are encountered, State Section 7050.5 states that:

a) "Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99[9] of the Public Resources Code. The provisions of this subdivision shall not apply to any person carrying out an agreement developed pursuant to subdivision (l) of Section 5097.94[10] of the Public Resources Code or to any person authorized to implement Section 5097.98[11] of the Public Resources Code.

b) In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing

[9] State of California. (2011). PRC Section 5097.99. Retrieved from State of California Website: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=5097.99.&lawCode=PRC. Accessed July 15, 2019.
[10] State of California. (2019). PRC Section 5097.94. Retrieved from State of California Website: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=5097.94.&lawCode=PRC. Accessed July 24, 2019.
[11] State of California (2010). PRC Section 5097.98. Retrieved from State of California Website: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=5097.98.&lawCode=PRC. Accessed July 24, 2019.

with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code[12], that the remains are not subject to the provisions of Section 27491[13] of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98[14] of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

c) If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."[15]

PRC Section 5097.91, PRC Section 5097.98, PRC Section 5097.94 and the Native American Heritage Commission

PRC Section 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC § Section 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

PRC Section 5097.94 establishes the powers and duties of the NAHC, including, but not limited to:

a) To identify and catalog places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands. The identification and cataloging of known graves and cemeteries shall be completed on or before January 1, 1984. The commission shall notify landowners on whose property the graves and cemeteries are determined to exist and shall identify the Native American group most likely descended from those Native Americans who may be interred on the property.

b) To make recommendations relative to Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans for acquisition by the state or other public agencies for the purpose of facilitating or assuring access thereto by Native Americans.

c) To make recommendations to the Legislature relative to procedures that will voluntarily encourage private property owners to preserve and protect sacred places in a natural state and to allow appropriate access to Native American religionists for ceremonial or spiritual activities.

[12] State of California. (1947). GC Chapter 10. Retrieved from State of California Website: https://leginfo.legislature.ca.gov/faces/codes_displayexpandedbranch.xhtml?lawCode=GOV&division=2.&title=3.&part=3.&chapter=10.&article=1.&goUp=Y. Accessed July 15, 2019.

[13] State of California. (2016). GC Section 27491. Retrieved from State of California Website: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=27491.&lawCode=GOV. Accessed July 24, 2019.

[14] State of California. (2010). PRC Section 5097.98. Retrieved from State of California Website: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=5097.98.&lawCode=PRC. Accessed July 24, 2019.

[15] State of California. (1987). Health and Safety Code Section 7050.5. Retrieved from State of California Website: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC&sectionNum=7050.5. Accessed October 24, 2019.

For a complete list of powers and duties, visit: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5097.94.

California Public Records Act

Sections 6254(r) and 6254.10 of the California Public Records Act (Government Code Section 6250 et seq.) were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects…maintained by, …, the Native American Heritage Commission….". Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission (SHRC), the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency."

California Penal Code, Section 622.5

California 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.

California Native American Graves Protection and Repatriation Act

Enacted in 2001, the California Native American Graves Protection and Repatriation Act (California Repatriation Act), requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate Native American tribe(s).

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Land Use and Community Character Chapter

The Land Use and Community Character Chapter of the City of Rancho Cucamonga General Plan (Rancho Cucamonga GP) provides guidance to promote the City's goals for current and future development. This chapter also contains goals and policies to guide development to be compatible with historic development.

Goal LC-1 A City of Places. A beautiful city with a diversity and balance of unique and well-connected places.

Policy LC-1.2 Quality of Place. Ensure that new infill development is compatible with the existing, historic, and envisioned future character and scale of each neighborhood.

Policy LC-1.12 Adaptive Reuse. Support the adaptive reuse of historic properties consistent with neighborhood character.

Resource Conservation Element

The Resource Conservation Chapter of the City of Rancho Cucamonga GP provides guidance to promote the City's goals for the conservation of land with consideration of the existing resources, including cultural resources.

Goal RC-4 Cultural Resources. A community rich with historic and cultural resources.

Policy RC-4.1 Disturbance of Human Remains. In areas where there is a high chance that human remains may be present, the City will require proposed projects to conduct a survey to establish occurrence of human remains, and measures to prevent impacts to human remains if found.

Policy RC-4.2 Discovery of Human Remains. Require that any human remains discovered during implementation of public and private projects within the city be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

Policy RC-4.3 Protected Sites. Require sites with significant cultural resources to be protected.

Policy RC-4.4 Preservation of Historic Resources. Encourage the preservation of historic resources, buildings, and landscapes.

Policy RC-4.5 Historic Buildings. Encourage the feasible rehabilitation and adaptive reuse of older buildings.

Policy RC-4.6 Paleontological Resources. Require any paleontological artifacts found within the City of the Sphere of Influence to be preserved, reported, and offered for curation at local museums or research facilities.

Ordinance No. 848[16]

The City of Rancho Cucamonga Historic Preservation Ordinance (Ordinance No. 848) was adopted by City Council in 2011 and allows the City Council to designate Historic Landmarks, Points of Historic Interest, and Historic Districts as described below:

Designation Criteria for Historic Landmarks

- The [City] Council may designate a property as a Historic Landmark if it meets the requirements of both paragraphs B and C of this Section.
- Historic Landmarks must meet at least one of the following:
  - It is or was once associated with events that have made significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
  - It is or was once associated with persons important to local, California, or national history.
  - It embodies the distinctive characteristic of a type, period, or method of construction.

[16] City of Rancho Cucamonga. (2011). *Ordinance No. 848.* Adopted July 6, 2011, Accessed information on different site: http://cityofrc-ca.elaws.us/code/coor_title2_ch2.24_sec2.24.030.

- It represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- It has yielded or has the potential to yield information important to the prehistory or history of the local area, California, or the nation.

- Historic Landmarks must retain integrity from their period of significance with respect to its location, design, setting, materials, workmanship, feeling, association, or any combination of these factors. A proposed landmark need not retain all such original aspects, but must retain sufficient integrity to convey its historic, cultural, or architectural significance. Neither the deferred maintenance of a proposed landmark nor its depilated condition shall, on its own, be equated with a loss of integrity. Integrity shall be judged with reference to particular characteristics that support the property's eligibility.

Designation Criteria for Points of Historic Interest

- The Council may designate a property as a Point of Historic Interest, if it meets the requirements applicable to Historic Landmarks under paragraph B of Section 2.24.050. Points of Historic Interest shall not be required to retain integrity from their periods of significance.
- Designated Points of Historic Interest shall not be subject to the same restrictions applicable to designated Historic Landmarks and Contributing Resources.
- Nothing in this Section shall be construed as limiting or foreclosing analysis of the impacts of a proposed project on a Point of Historic Interest under the California Environmental Quality Act.
- The State Historical Resources Commission shall maintain a current register of Points of Historic Interest for public use and information.

Designation Criteria for Historic Districts and Conservation Districts

- The Council may designate a property or collection of properties as a Historic District if the proposed district meets the requirements of both paragraphs B and C of this paragraph Section.
- Historic Districts must meet at least one of the following criteria:
  - It has an identifiable, clear, and distinct boundary that possesses a significant concentration of structures sharing common historical, visual, aesthetical, cultural, archaeological, or architectural plan or physical development; or
  - It demonstrates character, interest, or value as part of the development, heritage, or cultural characteristics of the community, state, or country; or
  - It is the site of a significant local, state, or national event; or
  - It is associated with the lives of persons important to local, state, or national history; or
  - It is identifiable as the work of a master builder, designer, architect, artist or landscape architect whose individual work has influenced the development of the community, county, state, or country.
- Historic Districts must retain integrity from their period of significance with respect to its location, design, setting, materials, workmanship, feeling and association. Not all properties or structures

in a proposed district need to retain all such original aspects, but a substantial number of such properties and structures must retain sufficient integrity to convey the historic, cultural, or architectural significance of the district. Neither deferred maintenance within a proposed district nor the dilapidated condition of its constituent buildings and landscapes shall, on its own, be equated with a loss of integrity. Integrity shall be judged with reference to the particular characteristics that support the district's eligibility.

- Conservation Districts: The Council may designate a property or collection of properties that do not qualify as a Historic District as a Conservation District is the proposed district has either:
  - A Distinctive, cohesive, and identifiable setting, character, or association that make it unique and an integral part of the City's identify; or
  - A recognized neighborhood identity and a definable physical character and either high artistic value or a relationship urban centers or Historic Districts that makes conservation of the proposed Conservation District essential to the City's history or function.

4.5.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for cultural resources were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or
- Disturb any human remains, including those interred outside of formal cemeteries.

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds as the basis for determining the impact's level of significance concerning cultural resources. In addition to Project Design Features, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impacts. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts on cultural resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: temporary impacts and permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analysis are based on the previously mentioned studies conducted by ASM affiliates and Kathyrn McGee both conducted in 2019; review of aerial and ground-level photographs; and local planning documents.

PROJECT DESIGN FEATURES

To avoid or minimize impacts to the historic Baker House, the Applicant would work with both the City and a qualified professional Architectural Historian, Kathryn McGee, as well as a qualified Structural Engineer and Historic Architect with experience working on historic properties, to design a rehabilitation and adaptive reuse project for the Baker House that conforms with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards).

4.5.5 PROJECT IMPACTS AND MITIGATION

Impact 4.5-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Level of Significance: Less than Significant Impact

CONSTRUCTION

As discussed in section 4.5.2 *Methodology/Record Search* above*,* the study conducted by ASM Affiliates, Inc. determined that a record search at the SCCIC identified 48 previous cultural resources studies conducted within one mile radius of the Project site. Within the cultural resource studies, multiple structures were identified to have moderate historical significance. The studies however revealed that although there was potential for historic resources, the sites have been demolished and are not recommended to not be considered as a historical resource for the purposes for CEQA.

As previously mentioned, there is one residential building at 8803 Baker Avenue (Assessor's Parcel Number 0207-271-40), that was deemed as a potentially significant resource. Furthermore, the residential building as discussed above meets criterion 2, 3, and 4 making it eligible as a California Register of Historical Resources (CRHR) due to the association with Stys, who used a distinctive style of folk architecture and its distinctive folk architectural style. The residential house is located at the western portion of the Project site. The Project includes an application for a Certificate of Appropriateness that would be reviewed with the discretionary permit applications in conformance with the City's Historic Preservation Ordinance. The Project would comply with the CRHR and the City of Rancho Cucamonga Historic Preservation Ordinance and Rancho Cucamonga GP and preserve the subject property. The structure would be retained in its original location, restored, and a small parking area would be added to accommodate the future use as a community facility. The structure as well as a small parking area, would be donated to the City of Rancho Cucamonga for future use as a community facility. Therefore, construction of the Project would not cause a significant adverse change in the significance of a historical resource pursuant to Section 15064.5.

OPERATIONS

Operation of the Project is not expected to further impact the residential house with the construction of the new warehouses based on the Historical Resources Impacts Analysis for CEQA Review prepared by Kathryn McGee dated June 1, 2021 in Appendix D. As noted in the aforementioned Historical Resources Impacts Analysis for CEQA Review, the Project would not adversely impact the setting of the historic

structure as the associated outbuildings, rock structures, walls, and features were removed thereby the original setting has been removed or substantially altered and therefore is no longer considered a character-defining feature of the resource. Furthermore, based on the substantial setback of the Baker House to the Project and the "utilitarian design" of the Project, the historic structure would not compete with the architecture of the Project nor would the Project promote a false sense of history. The Project would not alter the relationship of the Baker House to Baker Avenue and the building would be rehabilitated consistent with the Secretary of Interior Standards. Additionally, by retaining the historic building in its original location, the existing setting of the historic structure is preserved. The parking lot and associated landscaping would further help create a buffer around the structure to preserve the integrity. With the implementation of the Project Design Features listed above impacts to the historical resource are expected to be less than significant.

Therefore, since the Project would integrate and retain the resource and would not further impact the house during operations of the Project, impacts would be less than significant without mitigation incorporated.

MITIGATION MEASURES

No mitigation is required.

Impact 4.5-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Level of Significance: Less than Significant with Mitigation Incorporated.

A significant impact would occur if (1) A resource listed is determined to be eligible by the Historical Resources Commission and for listing in the California Register of Historical Resources (PRC Section 5024.1, Title 14 CCR, Section 4850 et seq.) and; (2) if grading and construction activities result in a substantial adverse change in the significance of an archaeological resource determined to be "historic" or "unique." As defined in PRC Section 21083.2, a "unique" archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

According to CEQA, if a resource is neither unique nor historical, the effects of a project on that resource would not be considered a significant effect on the environment (CEQA Guidelines Section 15064(C)(4)).

Under a worst-case scenario, it is assumed that any archaeological resources located within the development areas of the Project would be eliminated through grading and construction activities. However, the significance of the impact shall be based upon the criteria presented in the thresholds of significance (i.e., is archaeological resource determined to be "historic" or "unique"). If a site is not in a

development area, there would be no direct impact (Refer to impact 4.5-1 for discussion on the subject property).

CONSTRUCTION

As discussed in section 4.5.2 *Methodology/Record Search* above, the study conducted by ASM Affiliates, Inc. determined that a record search at the SCCIC identified 48 previous cultural resources studies conducted within one mile radius of the Project site. The SCCIC search revealed that only one record identified a potential for prehistoric archeological resources. SB-07483 had a low sensitivity for prehistoric archaeological resources and a moderate sensitivity for historical period resources associated with two residential structures located on the northern edge of the Project site. The report concluded that the project area has a low sensitivity for prehistoric archaeological resources and a moderate sensitivity for historical period resources and the structures were not considered as historical resources for the purposes of CEQA. The structures were demolished prior to the Applicant's acquisition of the Project site and Project. Further, ASM sent a request to the NAHC to search their Sacred Lands Files (SLF) to determine whether there was a presence of Native American cultural resources within the Project site. Their search did not indicate any presence of Native American cultural resources within the Project area, but the lack of specific information does not indicate the absence of potential resources that can be found during grading activity.

Under a worst-case scenario, it is assumed that any archaeological resources located within the development areas of the Project would be eliminated through grading and construction activities. However, the significance of the impact shall be based upon the criteria presented in the thresholds of significance (i.e., is archaeological resource determined to be "historic" or "unique"). Mitigation Measures CUL-1 and CUL-2 are applicable if a significant resource is found.

MITIGATION MEASURES

Although Project construction has the potential to impact unknown archaeological resources, implementation of Mitigation Measures CUL-1 and CUL-2 would reduce impacts to a less than significant level.

MM CUL-1 In the unlikely event that cultural resources are exposed during construction activities, ground disturbing activities shall be suspended within 60-feet of the potential resource(s). A qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted and shall be submitted to the Development Services Director or his/her designee. If the resource(s) are determined to be Native American in origin, the project archaeologist shall notify the appropriate Native American Tribe(s) from a list provided by the City. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

MM CUL-2 If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

OPERATIONS

Upon Project construction and completion, the Project site would consist of three industrial warehouses and the preserved subject property. These land activities would not further impact archaeological resources. Therefore, operation of these Project development types shall not cause a substantial adverse change in the significance of an archaeological resource.

Off-site Construction and Operations

The Project proposes off-site circulation improvements in the intersections of the southwest corner of 9th Street and Vineyard Avenue, the northwest corner of 8th Street and Vineyard Avenue, the southwest corner of 8th Street and Vineyard Avenue, the northwest corner of 8th Street and Baker Avenue, and the northeast corner of 8th Street and Baker Avenue. The improvements would allow for adequate truck circulation around the Project site. The SCCIC search did not reveal any archeological sensitive resources in that area (within a 1-mile radius), which is already developed. Mitigation Measures CUL-1 and CUL-2 above (Impact 4.5-2) are applicable if a significant archaeological resource is found.

Impact 4.5-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Level of Significance: Less than Significant with Mitigation Incorporated.

CONSTRUCTION

The Project site does not contain a cemetery and no known formal cemeteries are located within the vicinity of the Project site. The site has been used continuously for residential and non-residential uses for more than 70 years. Regardless of past and existing site activities, there is a remote possibility that human remains could be unearthed during grading and excavation. An archaeological records search and field survey was performed and did not reveal any resources known to contain human remains within or near the Project site. However, if human remains are found, those remains would require proper treatment in accordance with applicable laws, including Health and Safety Code (HSC) Section 7050.5-7055 and Public Resources Code (PRC) Section 5097.98 and Section 5097.99. HSC Section 7050.5-7055 describes the general provisions for treatment of human remains. Specifically, HSC Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. HSC Section 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately.

As required by state law, the procedures set forth in PRC Section 5087.98 would be implemented, including evaluation by the County Coroner and notification of the Native American Heritage Commission. The Native American Heritage Commission would then designate the "Most Likely Descendent" of the unearthed human remains. If human remains are found during excavation, excavation would be halted in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains shall remain

undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Compliance with Mitigation Measure CUL-3 would further minimize potential impacts to human remains.

MITIGATION MEASURES

MM CUL- 3 State Requirements for Human Remains. If human remains are unearthed during grading and construction work within the immediate vicinity (within 100-foot buffer of the find), shall cease and the contractor or designee shall comply with California Health and Safety Code, Section 7050.5 "Disturbance of Human Remains." Under Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

OPERATIONS

Occupation of the Project site would not further impact human remains. The Project would consist of the logistical buildings and therefore, would not cause a substantial adverse effect to undiscovered human remains.

4.5.6 CUMULATIVE IMPACTS

For purposes of cumulative Cultural impact analysis, cumulative impacts are considered for cumulative development according to the related projects; see *Table 4-1, Cumulative Projects List*. Future cumulative development projects could encounter cultural resources. The potential exists for cumulative development to result in the adverse modification or destruction of historical and archaeological cultural resources. Potential cultural resource impacts associated with the individual developments are specific to each project. As with this Project, all cumulative development in the area would undergo environmental and design review on a project-by-project basis. All new development would be subject to compliance with the existing local, state, and federal regulatory framework concerning the protection of historical and archaeological cultural resources. Additionally, implementation of site-specific mitigation measures can reduce potential project impacts to as-yet unidentified archaeological resources to less than significant levels.

The restoration and preservation of the identified historic structure and the incorporated mitigation measures would protect any unknown historical and/or archaeological resource that is found. As discussed in the Environmental Setting, results of the records search, assessment of historical imagery, and the pedestrian survey indicated the Project site to have a low archaeological sensitivity for the Project area. Historic aerial photographs and topographic maps also indicated that development of the Project area began in the mid-1950s, and the area has undergone extensive surface modification over time. However, if any unanticipated archaeological materials are found at time of construction, then a qualified archaeologist would be required to evaluate the potential significance of that resource.

Furthermore, all future development with the potential to impact cultural resources would be required to demonstrate compliance with applicable local, state, and federal regulatory requirements, including general plan goals and policies of the affected jurisdiction, intended to reduce and/or avoid potential adverse environmental effects (refer to *Section 4.0, Environmental Setting* for applicable prior CEQA

documents that provide analysis and mitigation for cumulative impacts within the jurisdiction of the affected agency). As such, cumulative impacts to cultural resources shall be mitigated on a project-by-project basis, and in accordance with the established regulatory framework, through the established regulatory review process. Therefore, the combined cumulative impacts to cultural resources associated with the Project's incremental effects and those of the cumulative projects would be less than significant with mitigation incorporated.

4.5.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable cultural resource impacts have been identified.

4.5.8 REFERENCES

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4.6 ENERGY

4.6.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the 9th and Vineyard Development Project (Project) potential impacts in relation to energy resources and the existing setting of the Project as it relates to energy conservation, associated regulatory conditions and requirements, and presents the criteria used to evaluate potential impacts related to use of fuel and energy upon implementation of the Project. The current condition was used as the baseline against which to compare potential impacts associated with implementation of the Project. As necessary, mitigation measures will be provided to minimize any potentially significant environmental impact to less than significant levels.

Information presented in this analysis is derived largely from the *Air Quality Assessment and Greenhouse Gas Emissions Assessment* for the 9th and Vineyard Warehouse Project and *the 9th and Vineyard Energy Calculations* prepared by Kimley-Horn (2021, Appendix B *and E* of the Draft EIR). Other information in this section, such as regulatory framework, is derived from federal law and state standards, such as the California Building Energy Efficiency Standards.

4.6.2 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

The Project site is disturbed with commercial and industrial facilities developed on nine contiguous parcels. The Project site is currently improved with a series of industrial and commercial buildings, a cellular tower and its related support facilities, and a potential historic residential structure. A large portion of the Project site along Baker Avenue is currently undeveloped. As all buildings are vacant, their utilities have been disconnected. The only active energy use on the Project site is associated with the cell tower and its support facilities.

The following *Table 4.6-1, Project Addresses and Existing Uses* identifies the uses on site:

Table 4.6-1: Project Addresses and Existing Uses

Address	Existing Use
8855 Baker Avenue	Vacant, formerly industrial
8729 East 9th Street	Vacant, formerly office
8817 Baker Avenue	Vacant, formerly residential
8803 Baker Avenue	Abandoned home
8769 Baker Avenue	Undeveloped, featured home in past
8830 Vineyard Avenue	Vacant, formerly industrial
8847 East 9th Street	Vacant, formerly industrial
8810 Vineyard Avenue	Vacant, formerly industrial/residential
8705 & 8725 East 9th Street	Vacant, formerly residential

ENERGY USE

Energy use is typically quantified using the British Thermal Unit (BTU). Total energy use in California was 7,829 trillion BTU in 2016 (the most recent year for which this specific data is available), which equates to an average of approximately 198 million BTU per capita. Of California's total energy use, the

breakdown by sector is approximately 40 percent transportation, 23 percent industrial, 19 percent commercial, and 18 percent residential. Electricity and natural gas in California are generally used by stationary sources such as residences, commercial sites, and industrial facilities, whereas petroleum use is generally accounted for by transportation-related energy use.[1] In 2018, taxable gasoline sales (including aviation gasoline) in California accounted for 15,589,042,965 gallons of gasoline.[2]

ELECTRICITY AND NATURAL GAS SUPPLIES

Electricity

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility-scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Electrical services are provided to the Project by Southern California Edison (SCE). SCE provides electricity to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area.[3] SCE produces and purchases its energy from a mix of conventional and renewable generating sources. *Table 4.6-2, Energy Resources Used to Generate Electricity for SCE in 2018* shows the SCE electric power mix in 2018 compared to the statewide 2018 power mix. In 2018, electricity use attributable to the County of San Bernardino was approximately 15,323 GWh from residential and non-residential sectors.[4]

[1] U.S. Energy Information Administration (EIA). (2019). *California State Profile and Energy Estimates*. Retrieved from EIA Website: www.eia.gov/state/?sid=CA. Accessed February 7, 2019.
[2] California Department of Tax and Fee Administration (CDTFA). (2019). *Net Taxable Gasoline Gallons*. Retrieved from CDTFA Website: www.cdtfa.ca.gov/taxes-and-fees/MVF-10-Year-Report.pdf. Accessed February 7, 2019.
[3] SCE. (2019). *By the Numbers: Who We Serve*. Retrieved from SEC Website: https://www.sce.com/about-us/who-we-are. Accessed December 16, 2019.
[4] California Energy Commission (CEC). (2019). *Electricity Consumption by County*. Retrieved from CEC Website: http://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed December 16, 2019.

Table 4.6-2: Energy Resources Used to Generate Electricity for SCE in 2018

Energy Resources	2018 SCE Power Mix	2018 CA Power Mix
Eligible Renewable	36%	31%
Biomass and Biowaste	1%	2%
Geothermal	8%	5%
Eligible Hydroelectric	1%	2%
Solar	13%	11%
Wind	13%	11%
Coal	0%	3%
Large Hydroelectric	4%	11%
Natural Gas	17%	35%
Nuclear	6%	9%
Other	0%	<1%
Unspecified Sources of Power[1]	37%	11%
Total	**100%**	**100%**

[1] Electricity from transactions that are not traceable to specific generation sources.

Source: SCE. (2019). *2018 Power Content Label, Southern California Edison*. Retrieved from SCE Website: https://www.sce.com/sites/default/files/inline-files/2018SCEPCL.pdf. Accessed December 16, 2019.

Natural Gas

The Southern California Gas Company (SoCalGas), the service provider for the Project, services approximately 21 million people in a 20,000-square mile service territory. SoCalGas has four storage fields; Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey, as well as a combined storage capacity of approximately 134 billion cubic feet. According to the CEC, residential natural gas demand in the SoCalGas service area was 7,431 million therms (or 743,100 million cubic feet) in 2010. The CEC prepared three scenarios for forecasting future growth in natural gas demand between 2012 and 2022: a high-energy demand case, a low-energy demand case, and a mid-energy demand case. The low-demand scenario, which incorporates relatively high economic/demographic growth, relatively low electricity and natural gas rates, and relatively low-efficiency program and self-generation impacts, estimates that natural gas demand in the SoCalGas service area would be 7,951 million therms in 2022 (the latest year in the demand forecast).

Natural gas provides almost a third of California's total energy requirements and will continue to be a major fuel in California's energy supply. Only 13.5 percent of the natural gas California used came from in-state production in 2006; the rest was delivered by pipelines from several production areas in the western United States and western Canada. Once the gas arrives in California, it is distributed by the State's three major gas utilities that provide a collective of 98 percent of the State's natural gas.

In 2018, natural gas use attributable to San Bernardino County was approximately 500 million therms from residential and non-residential sectors[5], equivalent to approximately 48.4496 million cubic feet.

[5] CEC. (2019). *Gas Consumption by County*. Retrieved from CEC Website: http://ecdms.energy.ca.gov/gasbycounty.aspx. Accessed February 7, 2019.

4.6.3 REGULATORY SETTING

FEDERAL

Energy Policy Act of 2005

The Energy Independence and Security Act (EISA; Public Law 110-140) was signed into law by President George W. Bush on December 19, 2007. The Act's goal is to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture and storage. Under the EISA, the RFS program (RFS2) was expanded in several key ways:

- Expanded the RFS program to include diesel, in addition to gasoline;
- Increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required U.S. Environmental Protection Agency (U.S. EPA) to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector.

The EISA also includes a variety of new standards for lighting and for appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

STATE

California Building Energy Efficiency Standards: Title 24, Part 6 (California Energy Code)

The California Energy Code (Title 24, Part 6) was created as part of the California Building Standards Code (Title 24 of the California Code of Regulations [CCR]) by the California Building Standards Commission in 1978 to establish statewide building energy efficiency standards to reduce California's energy use. These standards include provisions applicable to all buildings, residential and non-residential, which describe requirements for documentation and certificates that the building meets the standards[6]. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances:

- Air Conditioning Systems
- Heat Pumps
- Water Chillers

[6] CEC. (May 2012). *2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*. Retrieved from CEC Website: www.energy.ca.gov/2012publications/CEC-400-2012-004/CEC-400-2012-004-CMF-REV2.pdf. Accessed February 7, 2019. and California Energy Commission. (June 2015). *California's Energy Efficiency Standards for Residential and Nonresidential Buildings.* Retrieved from https://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf. Accessed February 7, 2019.

- Gas- and Oil-Fired Boilers
- Cooling Equipment
- Water Heaters and Equipment
- Gas-Fired Equipment Including Furnaces and Stoves/Ovens
- Windows and Exterior Doors
- Joints and Other Building Structure Openings (Envelope)
- Insulation and Cool Roofs
- Lighting Control Devices

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, indoor and outdoor lighting systems. In addition to the mandatory requirements, the standards call for further energy efficiency that can be provided through a choice between performance and prescriptive compliance approaches.

The performance approach set forth under these standards provides for the calculation of an energy budget for each building and allows flexibility in building systems and features to meet the budget. The energy budget addresses space-conditioning (cooling and heating), lighting, and water heating. Compliance with the budget is determined using a CEC-approved computer software energy model. The alternative prescriptive standards require demonstrating compliance with specific minimum efficiency for components of the building such as building envelope insulation R-values, fenestration (areas, U-factor and solar heat gain coefficients of windows and doors) and heating and cooling, water heating and lighting system design requirements. These requirements vary depending on the building's location in the State's 16 climate zones.

California's Building Energy Efficiency Standards (CBEES) are updated on an approximately three-year cycle as technology and methods evolve. As a result of new law under Assembly Bill (AB) 970, passed in the fall of 2000 in response to the state's electricity crisis, an emergency update of the standards went into effect in June 2001. The CEC then initiated an immediate follow-on proceeding to consider and adopt updated standards that could not be completed during the emergency proceeding. The 2013 Standards went into effect July 1, 2014. The 2016 CBEES went into effect on January 1, 2017 and improve upon the 2013 CBEES for new construction of, and additions and alterations to, residential and non-residential buildings. The 2019 CBEES were adopted on May 9, 2018 and take effect on January 1, 2020 (for building permit applications submitted on or after that date). The 2019 standards require solar photovoltaic systems for new homes; establish requirements for newly constructed healthcare facilities; encourage demand-responsive technologies and improving the thermal envelope of residential structures; update indoor and outdoor lighting making maximum use of LED technology in non-residential buildings; and enable the use of highly efficient air filters to trap hazardous particulates and improve kitchen ventilation systems in residential and non-residential buildings.[7] The Project would be constructed in compliance with the CBEES that are current at the time of construction. Under the 2019 standards, non-residential buildings will use about 30 percent less energy than buildings under the 2016 standards. The CBEES updates focus on several key areas to improve the energy efficiency of newly

[7] CEC, Efficiency Division. (2018). *2019 Building Energy Efficiency Standards Frequently Asked Questions*. Retrieved from CEC Website: https://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf. Accessed December 16, 2019.

constructed buildings and additions and alterations to existing buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

California Green Building Standards

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new commercial buildings to comply with mandatory measures under five topical areas: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments could adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was published in July 2019 and will be effective January 1, 2020.[8]

Appendix F to CEQA Guidelines

Public Resources Code (PRC) Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary use of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California State Legislature adopted AB 1575, which created the CEC. The CEC's statutory mission is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct state responses to energy emergencies, and promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended PRC Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary use of energy caused by a project. In addition, CEQA Guidelines Section 15126.4 was adopted in 1998 which requires that an EIR describe feasible mitigation measures that would minimize the inefficient and unnecessary use of energy. Thereafter, the State Resources Agency created CEQA Guidelines Appendix F – Energy Conservation.

Pursuant to Appendix F, an EIR must include a "discussion of the potential energy impacts of proposed projects…[9]." However, because lead agencies have not consistently included such analysis in their EIRs, California's Natural Resources Agency amended Appendix F to the CEQA Guidelines in 2009 "to ensure that lead agencies comply with the substantive directive in Section 21100(b)(3)." CEQA Guidelines Appendix F lists environmental impacts and mitigation measures that an EIR could include. What is required is a "discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy."

Potential impacts that may be discussed include:

- The Project's energy requirements and its energy use efficiencies by the amount and fuel type for each stage of the Project including construction, operation, maintenance, or removal. If appropriate, the energy intensiveness of materials could be discussed.

[8] International Code Council (ICC). (2019). *2019 California Green Building Standards Code, Title 24, Part 11.* Retrieved from ICC Website: https://codes.iccsafe.org/content/chapter/15762/. Accessed December 16, 2019.

[9] California Natural Resources Agency (NRA). (2019). *California Environmental Quality Act, Appendix F Energy Conservation.* Retrieved from NRA Website: www.resources.ca.gov/ceqa/guidelines/Appendix_F.html. Accessed December 12, 2019.

- The effects of the Project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the Project on peak and base period demands for electricity and other forms of energy.
- The degree to which the Project complies with existing energy standards.
- The effects of the Project on energy resources.
- The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

State CEQA Guidelines Appendix F assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary use of energy. The discussion below analyzes the Project's effect on energy resources.

Senate Bill 100 or The 100 Percent Clean Energy Act of 2018

Senate Bill (SB) 100, approved September 10, 2018, declares that the Public Utilities Commission (PUC), State Energy Resources Conservation and Development Commission, and State Air Resources Board (ARB) should plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. The last 40 percent of the 100 percent total can come from "carbon-free" sources, including large dams, nuclear power, and even natural gas-fired power plants, if they can capture and store the carbon in the ground, which so far is an unproven technology. California has only one nuclear power plant, Diablo Canyon in San Luis Obispo County, and its owner, PG&E, has announced it will close by 2025.[10]

SB 100 revises existing law to state that the goal of the California Renewables Portfolio Standard Program is to achieve 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. The bill would require that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030.[11]

Executive Order B-55-18 to Achieve Carbon Neutrality

Executive Order (EO) B-55-18 established a new statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. The EO requires the State ARB to work with relevant state agencies to develop a framework for implementation and accounting that tracks the progress toward this goal. The State ARB will also be required to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.[12] Carbon neutrality, or having a net zero carbon footprint, refers to

[10] Rogers, P. and Murphy, K. (2018). *California mandates 100 percent clean energy by 2045*. Retrieved from: https://www.mercurynews.com/2018/09/10/california-mandates-100-percent-clean-energy-by-2045/. Accessed September 11, 2019.
[11] California Legislative Information (CLI). (2018). *Senate Bill No. 100*. Retrieved from CLI Website: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100. Accessed September 11, 2019.
[12] State of California. (2018). *Executive Order B-55-18 to Achieve Carbon Neutrality*. Retrieved from State of California Website: https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf. Accessed September 11, 2019.

balancing carbon emissions sources with carbon sinks (both in natural sinks such as forests and mechanical sequestration such as carbon capture and sequestration).[13]

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Resource Conservation Chapter

This Chapter provides direction regarding preserving, protecting, conserving, re-using, replenishing, and efficiently using Rancho Cucamonga's limited natural resources.

Goal RC-7 Energy. An energy efficient community that relies primarily on renewable and non-polluting energy sources.

Policy RC-7.2 New EV Charging. Require new multifamily residential, commercial, office, and industrial development to include charging stations, or include the wiring for them.

Policy RC-7.4 New Off-Road Equipment. When feasible, require that offroad equipment such as forklifts and yard tugs necessary for the operations of all new commercial and industrial developments be electric or fueled using clean fuel sources.

Policy RC-7.7 Sustainable Design. Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.

Policy RC-7.9 Passive Solar Design. Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.

Policy RC-7.10 Alternative Energy. Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

Policy RC-7.12 Solar Access. Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

Policy RC-7.15 Utility Preservation. Public and private development within the City, including multi-purpose trails, shall not interfere with safe and reliable transmission, storage, and generation of electricity. With the exception of utility infrastructure and other public improvements that do not interfere with such infrastructure, permanent structures are not allowed within utility corridors.

4.6.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for energy were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

[13] California Air Resources Board. (2020). *Carbon Neutrality*. Retrieved from: https://ww2.arb.ca.gov/our-work/programs/carbon-neutrality/about. Accessed September 23, 2020.

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

METHODOLOGY AND ASSUMPTIONS

The Project and associated Project Design Features are evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning Energy. In addition to Project Design Features, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

In determining whether implementation of the Project would result in the inefficient, wasteful or unnecessary use of fuel or energy, this analysis considers the recommendations of Appendix G to CEQA Guidelines as described above.

This section analyzes energy use on three sources of energy that are relevant to the Project, including electricity, natural gas, and transportation fuel for vehicle trips associated with new development, as well as the fuel necessary for Project construction. The analysis of Project electricity and natural gas use is based on the California Emissions Estimator Model (CalEEMod), which quantifies energy use for occupancy. The results of CalEEMod are included in the *Air Quality Assessment and Greenhouse Gas Emissions Assessment* located in *Appendix B and E,* of this document. Modeling related to Project energy use was based primarily on the default settings in CalEEMod for San Bernardino County. The amount of operational fuel use was estimated using CalEEMod outputs for the Project and the California Air Resources Board (CARB) Emissions Factor (EMFAC) 2017 computer program for typical daily fuel use in San Bernardino County. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.[14] Please note that while the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The below analysis reflects the more conservative 1,037,467 square footage and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

Energy impacts are analyzed below according to topic.

APPROACH TO ANALYSIS

This analysis of impacts on energy resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes

[14] The conversion ratios from fuel use are based 8.81 kilograms CO_2 per gallon of motor gasoline and 10.15 kilograms CO_2 per gallon of diesel fuel per the Climate Registry, General Reporting Protocol, 2016.

in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: field observations conducted by Kimley-Horn, review of project maps and drawings, analysis of aerial and ground-level photographs, and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on energy resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.6.5 PROJECT IMPACTS AND MITIGATION

Impact 4.6-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Level of Significance: Less than Significant Impact.

CONSTRUCTION

The energy associated with Project construction includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. The methodology for each category is discussed below. This analysis relies on the construction equipment list and operational characteristics, as stated in *Section 4.3, Air Quality* and *Section 4.8, Greenhouse Gas Emissions,* as well as the *Air Quality Assessment and Greenhouse Gas Emissions Assessment and Energy Calculations* in *Appendix B and E.* Quantifications of construction energy are provided for the Project below.

ELECTRICITY

Water for Construction Dust Control

Electricity use associated with water use for construction dust control is calculated based on total water use and the energy intensity for supply, distribution, and treatment of water.

The total number of gallons of water used is calculated based on acreage disturbed during grading and site preparation, as well as the daily watering rate per acre disturbed.

- The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix A of the CalEEMod User's Guide, available at: http://www.caleemod.com/.
- The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association's Air Pollution Engineering Manual (1992).

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for San Bernardino County.

As summarized in *Table 4.6-3: Project Energy Use During Construction*, the total electricity associated with water use for construction dust control would be approximately 0.1087 GWh over the duration of Project construction.

Table 4.6-3: Project Energy Use During Construction[3]

Project Source	Total Construction Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use	**GWh**		
Water Use[1]	0.1087	15,323	0.0007%
Electricity Total	0.1087		0.0007%
Diesel Use	**Gallons**		
On-Road Construction Trips[2]	78,757	126,863,269	0.0621 %
Off-Road Construction Equipment[2]	53,037		0.0418 %
Construction Diesel Total	131,794		0.1039 %
Gasoline	**Gallons**		
On-Road Construction Trips	90,508	500,759,258	0.0181 %

Notes:

[1] Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.

[2] Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

[3] While the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The above table reflects the more conservative 1,037,467 square footage, and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

Source: Refer to energy calculations in *Appendix E.*

PETROLEUM FUEL

On-Road Diesel Construction Trips

The diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (MPG). VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

As summarized in *Table 4.6-3,* the total diesel fuel associated with on-road construction trips would be approximately 78,757 gallons over the duration of buildout of the Project.

Off-Road Diesel Construction Equipment

Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. As summarized in *Table 4.6-3,* the total diesel fuel associated with off-road construction equipment is approximately 53,037 gallons for duration of buildout of the Project.

On-Road Gasoline Construction Trips

The gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. As summarized in *Table 4.6-3,* the total gasoline fuel associated with on-road construction trips would be approximately 90,508 gallons over the duration of buildout of the Project

ANALYSIS

In total, construction of the Project would use approximately 0.1087 GWh of electricity, 90,508 gallons of gasoline, and 131,794 gallons of diesel. Californians used 285,488 GWh of electricity in 2018, of which San Bernardino County used 15,323 GWh. Project construction electricity use would represent approximately 0.00004 percent of current electricity use in the state, and 0.0007 percent of the current electricity use in San Bernardino County.

In 2018, Californians used approximately 15,589,042,965 gallons of gasoline and approximately 3,107,823,655 gallons of diesel fuel.[15] San Bernardino County annual gasoline fuel use in 2018 was 531,540,390 gallons and diesel use was 123,712,709 gallons. Total Project construction gasoline fuel would represent 0.02 percent of annual gasoline used in the County, and total Project construction diesel fuel would represent 0.10 percent of annual diesel used in the County. Based on the total Project's relatively low construction fuel use proportional to annual state and County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. In addition, some energy conservation would occur during construction through compliance with state requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Project would entail construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from SCAQMD CEQA Guidelines. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, Contractors and Owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as

[15] CDTFA. (2019). *Fuel Taxes and Statistics & Reports, Motor Vehicle Fuel and Diesel Fuel*. Retrieved from CDTFA Website: https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm. Accessed December 17, 2019.

concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As described above, the Project's fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the CEQA Guideline Appendix G and Appendix F criteria require the Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. Therefore, it is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

OPERATIONS

The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. The methodology for each category is discussed below. Quantifications of operational energy use are provided for the Project.

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses within *Section 4.3: Air Quality,* and *Section 4.8: Greenhouse Gas Emissions,* and average fuel efficiency from the EMFAC model. The EMFAC fuel efficiency data incorporates the Pavley Clean Car Standards and the Advanced Clean Cars Program.[16] As summarized in *Table 4.6-4, Project Annual Energy Use During Operations*, the total gasoline and diesel fuel associated with on-road trips would be approximately 299,959 gallons per year and 213,721 gallons per year, respectively.

Table 4.6-4: Project Annual Energy Use During Operations[3]

Project Source	Annual Operational Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Area[1]	16.12	15,323	0.1052 %
Water[1]	2.56		0.0167 %
Total Electricity	18.68		0.1219 %
Natural Gas Use		**Therms**	
Area[1]	191,934	500,082,474	0.0384 %
Diesel Use		**Gallons**	
Mobile[2]	213,721	126,863,269	0.1685 %
Gasoline Use		**Gallons**	
Mobile[2]	299,959	500,759,258	0.0599 %

[16] The CARB EMFAC 2017 Technical Documentation from March 2018 notes that emissions are estimated with all current controls active, except Low Carbon Fuel Standards (LCFS). The reason for excluding LCFS is that most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO2 emissions from EMFAC's tailpipe emission estimates.

Project Source	Annual Operational Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Notes: [1] The electricity, natural gas, and water usage are based on Project-specific estimates and CalEEMod defaults. [2] Calculated based on the mobile source fuel use based on VMT and fleet-average fuel consumption MPG from EMFAC. [3] While the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The above table reflects the more conservative 1,037,467 square footage, and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.			
Source: Refer to energy calculations in *Appendix E*.			

Electricity

The electricity use during Project operations is based on CalEEMod defaults. As summarized in *Table 4.6-4,* the warehouse and general office building land uses along with the parking lot would use approximately 16.12 GWh of electricity per year. It should be noted that the electricity consumption *Table 4.6-4* conservatively does not include reductions associated with compliance with the latest building code. Under the standards in the 2019 Title 24 building code homes would use about 53 percent less energy and non-residential buildings would use about 30 percent less energy than buildings under the 2016 standards.

The electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for San Bernardino County. Project area water use is based on the CalEEMod default rates. The Project would use approximately 198 million gallons annually (approximately 123 million gallons for the unrefrigerated warehouse; 66 million gallons for the refrigerated warehouse; and approximately two million gallons for general office buildings, one million gallons indoor and one million gallons outdoor) of water annually which would require approximately 2.56 GWh per year for conveyance and treatment (see *Table 4.6-4*).

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. As summarized in *Table 4.6-4,* the building envelope would use 19,956,160 thousand British Thermal Units (kBTU), or approximately 191,934 therms of natural gas per year.

ANALYSIS

Operation of uses implemented pursuant to the Project would annually use approximately 18.49 GWh of electricity, 191,934 therms of natural gas, 299,959 gallons of gasoline, and 213,721 gallons of diesel.

Californians used 288,614 GWh of electricity in 2017, of which San Bernardino County used 15,323 GWh. The Project's operational electricity use would represent 0.0065 percent of electricity used in the state, and 0.1219 percent of the energy use in San Bernardino County. The Project's electricity consumption estimated above conservatively does not include reductions associated with compliance with the 2019 Title 24 building code, which requires non-residential buildings to use 30 percent less energy than buildings under the 2016 standards. Regarding natural gas, Californians used 12,571 million therms of natural gas and 500 million therms of natural gas in San Bernardino County in 2017. Therefore, the Project's operational natural gas use would represent 0.0015 percent of the natural gas use in the state and 0.04 percent of the natural gas use in the County.

In 2018, Californians used approximately 15,589,042,965 gallons of gasoline and approximately 3,107,823,655 gallons of diesel fuel. San Bernardino County annual gasoline fuel use in 2018 was 531,540,390 gallons and diesel fuel use was 123,712,708 gallons. Expected Project operational use of gasoline and diesel would represent 0.0019 percent of current gasoline use and 0.0069 percent of current diesel use in the state. Project operational use of gasoline and diesel would represent 0.06 percent of gasoline use and 0.17 percent of diesel use in the County.

None of the Project energy uses exceed one percent of their corresponding County use. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Therefore, impacts would be less than significant in this regard.

ENERGY EFFICIENCY MEASURES

As discussed above, California's Energy Efficiency Standards for Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. For example, requirements for energy-efficient lighting, heating and cooling systems, proper insulation, and green building materials are expected to save additional electricity and natural gas. These savings are cumulative, doubling as years go by.

The Project would be consistent with Title 24 (CALGreen) building standards. With regards to water energy conservation, the Project would incorporate drought-tolerant landscaping in commonly-owned areas in commercial and industrial portions of the site. Water-efficient irrigation controls would also be used in landscape areas. Comprehensive water conservation strategies would be developed to each respective land use as part of the Project plan development. For example, buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24.

Furthermore, SCE is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase total procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

The Project would be required to adhere to all federal, state, and Local requirements for energy efficiency, including the latest Title 24 standards. Considering these requirements, the Project would not result in the inefficient, wasteful, or unnecessary use of building energy. Therefore, potential impacts would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.6-2: Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. As discussed above in Impact 4.6-1, Project development would not cause inefficient, wasteful and unnecessary energy use. Therefore, impacts would be less than significant.

REGIONAL PLANS

The Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted in September 2020, integrates transportation, land use, and housing to meet GHG reduction targets set by CARB. The document establishes GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of SB 375. The goals of the RTP/SCS focus on improving mobility, transit, goods movement, air quality primarily with transportation improvements. Although the Project is not a transportation project, it is located within an urban area. The location of the Project in an already developed site in proximity to existing truck routes and freeways. Locating the project within a developed area would reduce trip lengths, which would reduce transportation energy consumption. As discussed in *Section 4.8, Greenhous Gas Emissions*, the Project would be consistent with the RTP/SCS's regional goals. The Project would not conflict with the stated goals of the RTP/SCS. The Project would not result in wasteful, inefficient, or unnecessary use of transportation fuel. Therefore, potential impacts would be less than significant.

MITIGATION MEASURES

No mitigation is required.

4.6.6 CUMULATIVE IMPACTS

Construction and operations associated with implementation of the Project would result in the use of energy, but not in a wasteful manner. The use of energy would not be substantial in comparison to statewide electricity, natural gas, gasoline, and diesel demand; refer to *Table 4.6-3* and *Table 4.6-4* above. New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, state, and local requirements for energy efficiency.

The Project and ten new development projects located within the cumulative study area would also be required to comply with all the same applicable federal, State, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. As noted above, the Project would not result in significant impacts to state or local plans for renewable energy or energy efficiency. Therefore, the Project along with identified cumulative projects would not result in significant cumulatively considerable impacts on energy resources.

4.6.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable energy resource impacts have been identified for either the construction or operation phases of the Project.

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4.7 GEOLOGY AND SOILS

4.7.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the potential environmental impacts of the 9th and Vineyard Development Project (Project) as they relate to geology and soils. The Project's environmental setting will be discussed along with any applicable federal, state, regional and local policies and regulations. This section will also describe the mitigation measures that would be used to minimize any significant environmental impacts, if any are identified. The baseline data collection provides information on existing conditions in the Project region from literature search, review of existing data, and site surveys.

4.7.2 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

The Project site is disturbed with commercial and industrial facilities developed on multiple included parcels. One industrial building exists on Assessor's Parcel Number (APN) 0207-271-25. That building is supported by shallow foundations on a concrete slab-on-grade floor. Asphaltic concrete (AC) pavements surround the building and is generally in poor condition showing moderate to severe cracking throughout. Areas of crushed aggregate base (CAB) are also present in the southern area of the parcel. An AC road follows the northern border of this parcel from Baker Avenue to the existing building.

One industrial building exists on APN 0207-271-93. The building is an industrial building supported on conventional shallow foundations with a slab-on-grade floor. Surface cover surrounding the building consists of CAB, AC pavements, and exposed soil. Native grass, weeds, and exposed soil provide ground cover to the western portion of the parcel. Similarly, APN 0207-271-94 contains one existing industrial building surrounded by AC pavements and exposed soils.

One office building exists on APN 0207-271-27 and is assumed to be built on a conventional shallow foundation with concrete slab-on-grade flooring. The building is surrounded by concrete pavements and exposed soil. The pavements are in generally fair condition with moderate cracking throughout. The remaining area of the parcel has a ground cover consisting of exposed soil and native grass with some weed growth. The adjacent parcel, APN 0207-271-97, contains two concrete slabs left over from removed single-family residences.

The western portion of the Project site is largely undeveloped and vacant with one potentially historic building located along the western border. The previously mentioned AC road leading to the existing building in APN 0207-271-25 traverses this area from east to west.

The Project site as a whole slopes gently downward from the northwestern area to the southeastern area at an approximately 1 percent gradient. The northwestern area of the Project site is thought to be approximately 1,165 feet mean sea level (msl). The southeastern area of the Project site is thought to be approximately 1,130 feet msl.

REGIONAL GEOLOGIC SETTING

San Bernardino County generally lies within the northern and northwestern portion of the Peninsular Ranges Geomorphic Province of Southern California, which is characterized by northwest-southeast trending faults, folds, and mountain ranges. During the time from the Pliocene period to the Pleistocene period (the past 2 to 3 million years), activities on the Newport-Inglewood fault, combined with regional tectonic effects (such as uplift), climatic forces, and changes in sea level, have resulted in the formation of the underlying basement materials and structures that underlay and support the Project area. The forces that have created the geomorphology of the Project area and vicinity are still active today.

Much of the region is underlain by terrace deposits, which are unconsolidated sediments (i.e., loose soil materials, such as sand, silt, etc.) left by streams onshore benches cut by the ocean. These deposits were laid in a shallow marine to near-shore terrestrial environment in the Pleistocene timeframe (about two million to about ten thousand years ago). The source of these sediments was erosion of the rocky highlands of San Bernardino, Santa Ana, and other mountain belts. Tectonic forces associated with regional faulting from the Newport-Inglewood, Cucamonga, Chino, San Andreas, San Joaquin, and additional off-shore zones uplifted these deposits, exposing the terrace materials to erosion that removed much of their cover. In late Pleistocene time, the action of coastal plain rivers and streams dissected the terrace materials and subsequently formed "gaps." As sea levels subsequently rose with the melting of continental ice sheets, sediments filled these gaps.

LOCAL GEOLOGIC SETTING

The City is located at the north-center section of the Chino Valley, which is bound by the San Gabriel Mountains to the north, the San Bernardino Mountains to the northeast, the Puente Hills to the southwest, and the Jurupa Hills to the southeast. The project site is located near the northern end within the Peninsular Ranges Geomorphic Province of Southern California, which is characterized by numerous small, northwestern-trending mountain ranges with intervening plains and valleys. The Peninsular Ranges province abuts to the north against a series of east-west-trending mountain ranges, which are collectively referred to as "the Transverse Ranges." The Project site is located approximately six miles south of the base of the San Gabriel Mountains which make up the central portion of the Transverse Ranges.

GEOLOGIC CONDITIONS

Field studies of the Project site were conducted by Southern California Geotechnical. These studies provided information regarding baseline geologic conditions of the Project site. In addition to the surface improvements described above, boring and trenching techniques identified artificial fill soils and alluvium at the Project site. The boring and trench locations used in the field study are shown below in *Exhibit 4.7-1, Boring and Trench Locations*.

Artificial Fill Soils

Artificial fill soils often consist of loose to very dense sands, with small amounts of cobbles and gravels. This type of fill is visibly disturbed and can contain minor debris like asphaltic concrete fragments and string. Artificial fill soils have been identified throughout the Project site except in one boring location (B-5) and two trench locations (T-2 and T-4). The discovered artificial fill soils extended to depths of approximately 1 to 8 feet below the existing grades.

Alluvium

Alluvial soils found at the boring locations consisted of well-graded sands of various densities as well as fine to coarse grain gravel. Cobble was also identified at varying amounts along with occasional boulders at depths greater than 6 feet below ground surface. A loose fine sand stratum was encountered between depths of 3.5 to 5 feet at boring location B-11.

Groundwater

No groundwater was encountered during the field testing of the Project site. Groundwater was estimated to exist at levels greater than 25 feet below ground level at the time of study. This was based on the lack of water within the borings and moisture contents from recovered soil samples. The nearest groundwater monitoring well to the Project site, approximately 2,300 feet southwest of the Project site, indicated that high groundwater levels were approximately 326 feet below ground level.

Soil Erosion

Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. The effects of erosion are intensified with an increase in slope (as water moves faster, it gains momentum to carry more debris), the narrowing of runoff channels (which increases the velocity of water), and by the removal of groundcover (which leaves the soil exposed to erosive forces). Surface improvements, such as paved roads and buildings, decrease the potential for erosion on-site, but can increase the rate and volume of runoff, potentially causing off-site erosion.

Expansive Soils

Expansive soils are common throughout California and can cause damage to foundations and slabs, separation of masonry, or failure of paved surfaces unless properly treated during construction. Expansive soil conditions could cause damage to facility components if they are not designed with proper engineering and grading practices. The hazard for expansive behavior is considered a low risk for alluvial fan locations because soils in these areas are frequently saturated and generally do not contain clay-sized particles.

Liquefaction

Liquefaction is a phenomenon in which loose to medium dense, saturated, granular materials undergo matrix rearrangement, become saturate, and lose shear strength because of strong ground vibrations induced by earthquakes. This rearrangement and strength loss is followed by a reduction in bulk volume of the liquefied soils. The effects of liquefaction can include the loss of capacity below foundations, settlement in level ground, and instability in areas of sloping ground (also known as lateral spreading). Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil as well as the sufficient ground acceleration during an earthquake. Liquefaction is generally considered to have the potential to cause surface expression when it occurs within 50 feet of the ground surface. The Project site is not within a potential liquefaction area according to Figure S-2: Potential Liquefaction and Earthquake-Induced Landslides.[1]

[1] City of Rancho Cucamonga. (2021). *PlanRC, Rancho Cucamonga General Plan Update*, Chapter 2: Safety

Lateral Spreading

Lateral spreading and flow slides are phenomena where surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces. Lateral spreading is thought to occur on slopes as level as 0.5 percent, or on level ground with a "free face," such as a stream bank. Flow slides occur when conditions are favorable for liquefaction to occur and lead to a state of unlimited flow. A contributing factor to lateral spreading and flow slides is the presence of stratified soil in which pore pressures build up within potentially liquefiable layers that are confined by lower permeability soil layers. This can result in significant reductions in shear strength and large lateral deformations and flow failures.

Ground Subsidence

Ground subsidence is the gradual settling or sinking of the ground, usually associated with the extraction of oil, gas, or groundwater from below the ground surface, or the organic decomposition of peat deposits, with a resultant loss in volume. Subsidence has not been observed in the City of Rancho Cucamonga or on the Project site.

Landslides

Landslides occur in areas of moderate-to-steep topography (e.g., slopes greater than 3:1 (horizontal: vertical) and where the combination of soil, rock, and groundwater conditions results in ground movement. Landslides can be initiated by rainfall, earthquakes, volcanic activity, changes in groundwater, disturbance, change of a slope by man-made construction activities, or any combination of these factors. The Project site is relatively flat and is not located on or near a ridge.

REGIONAL FAULTING

The faulting and seismicity of Southern California is dominated by the San Andreas fault zone. The zone separates two of the major tectonic plates that comprise the earth's crust. The Pacific Plate lies west of the fault zone. This plate is moving in a northwesterly direction relative to the North American Plate, which lies east of the fault zone. This relative movement between the two plates is the driving force of fault ruptures in western California.

There are numerous faults in Southern California that are categorized as active, potentially active, and inactive. A fault is classified as active by the state if it has either moved during the Holocene epoch (during the last 11,000 years) or is included in an Alquist-Priolo Earthquake fault zone (as established by the California Geological Survey). A fault is classified as potentially active if it has experienced movement within the Quaternary period (during the last 1.6 million years). Faults that have not moved in the last 1.6 million years generally are considered inactive.

The severity of an earthquake generally is expressed in two ways–magnitude and intensity. The energy released, as measured on the Moment Magnitude (MW) scale, represents the magnitude of an earthquake. The intensity of an earthquake is measured by the Modified Mercalli Intensity (MMI) scale, which emphasizes the seismic response at a subject site and measures ground shaking severity according to damage done to structures, changes in the earth surface, and personal accounts. Refer to *Table 4.7-1, Modified Mercalli Intensity (MMI) Scale.*

Table 4.7-1: Modified Mercalli Intensity (MMI) Scale

MMI	Description
I	Detected by only sensitive instruments
II	II Felt by a few people at rest
III	Felt noticeably indoors, but not always recognized as a quake; vibration like a passing truck
IV	Felt indoors by many and outdoors by few
V	Felt by most people. Some breakage of windows, dishes, and plaster
VI	Felt by all; falling plaster and chimneys; damage small
VII	Damage to buildings varies; depends on quality of construction
VIII	Walls, monuments, chimneys fall; panel walls thrown out of frames
IX	Buildings shift off foundations; foundations crack; ground cracks; underground pipes break
X	Most masonry and frame structures destroyed; ground cracks; landslides
XI	Ground fissures; pipes break; landslides; rails bent; new structures remain standing
XII	Damage total; waves seen on ground surface; objects thrown into the air

Source: United States Atomic Energy Commission 1963.

SEISMIC CONDITIONS

The Project site is located in an area which is subject to strong ground motions due to earthquakes. While the Project site is not located within a known fault zone, several fault zones capable of producing significant ground motions are located in close proximity to the Project site. Research of available maps indicates that the subject site is not located within an Alquist-Priolo Earthquake fault zone. Therefore, the possibility of significant fault rupture on the site is considered to be low.

The nearest fault zone to the Project site is the Red Hill Etiwanda fault which is approximately 0.6 miles north of the site (see Exhibit *4.7-2: Regional Fault*). The Red Hill Etiwanda fault is a late quaternary fault displacement north of the Project.[2] Other potentially active faults in the region include the Cucamonga fault at the base of the San Gabriel Mountains (approximately 4.7 miles north of the site), the San Jacinto fault (approximately 11.7 miles to the northeast of the site) and the San Bernardino segment of the San Andreas fault zone (approximately 14.8 miles to the northeast of the site). The San Andreas fault is a primary component of the boundary between the North American and Pacific Plates. It is an active fault and is capable of generating large earthquakes.

The Project would be designed pursuant to the 2019 California Building Codes and would not be susceptible to earthquake damage.

Ground Shaking

Ground shaking occurs when energy released during a fault rupture which then travels through subsurface rock, sediment, and soil materials, resulting in motion experienced at the ground surface. Ground shaking intensity varies with the magnitude of the earthquake, the distance from the earthquake epicenter, and the type(s) of geologic substrate the seismic waves move through. Depending on the level of ground motion and the stiffness of the soil, the ground shaking can amplify or de-amplify.

Ground shaking is the primary cause of damage and injury during earthquakes and can result in surface rupture, liquefaction, landslides, lateral spreading, differential settlement, tsunamis, building failure, and broken gas and other utility lines, leading to fire and other collateral damage.

[2] United States Geological Survey. (2019). *US Quaternary Faults.* Retrieved from https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf.

4.7.3 REGULATORY SETTING

FEDERAL

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program (Program) which is coordinated through the Federal Emergency Management Agency (FEMA), the U.S. Geological Survey (USGS), the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the Program is to establish measures for earthquake hazards reduction and promote the adoption of earthquake hazards reduction measures by federal, state, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines through (1) grants, contracts, cooperative agreements, and technical assistance; (2) development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and (3) development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction. The Program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decision sciences.

Occupational Safety and Health Administration Regulations

Excavation and trenching are among the most hazardous construction activities. OSHA's Excavation and Trenching standard, Title 29 of the Code of Federal Regulations, Part 1926.650, covers requirements for excavation and trenching operations. OSHA requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

U.S. Geological Survey Landslide Hazard Program

The USGS Landslide Hazard Program provides information on landslide hazards including information on current landslides, landslide reporting, real-time monitoring of landslide areas, mapping of landslides through the National Landslide Hazards Map, local landslide information, landslide education, and research.

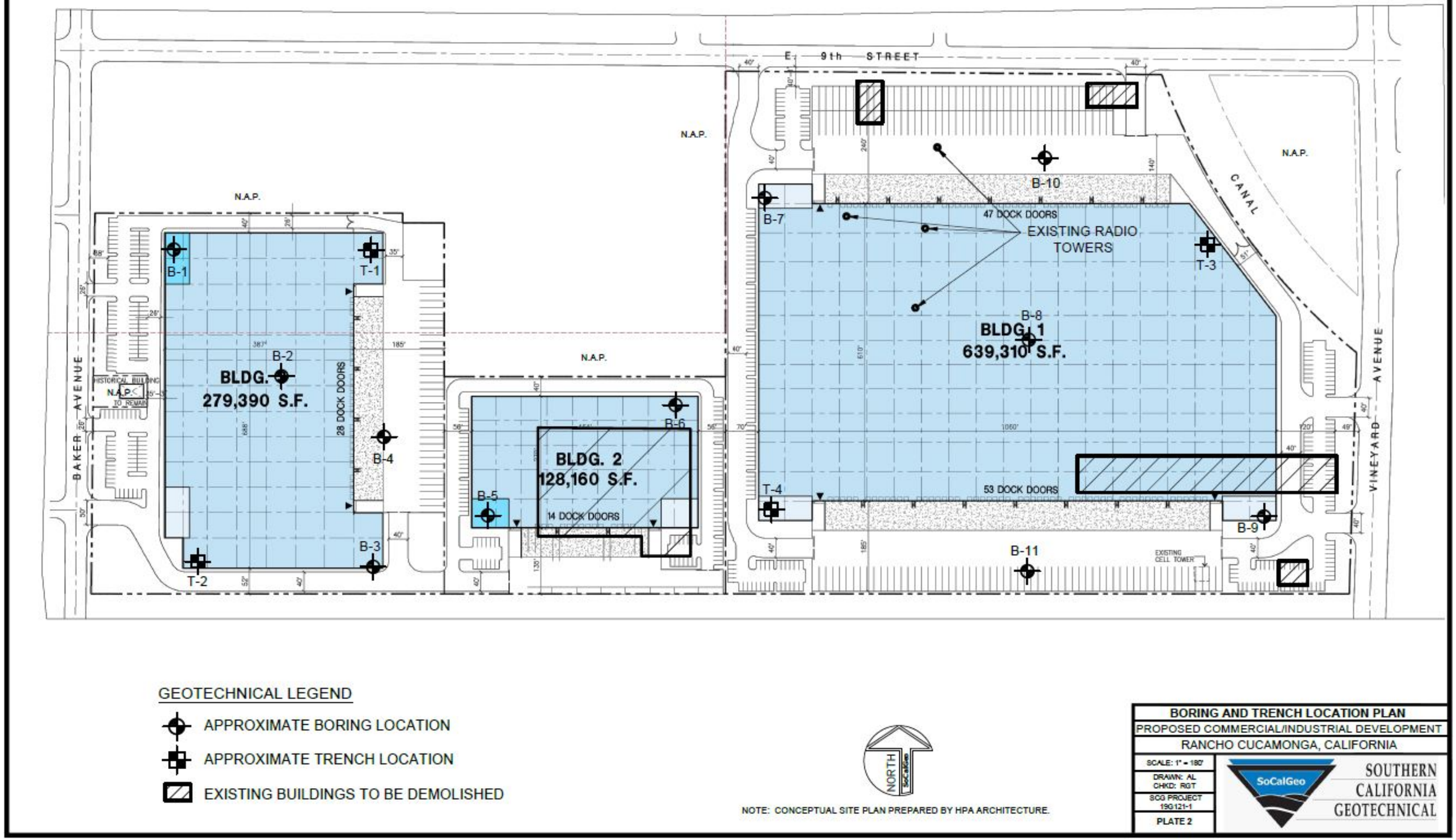

Exhibit 4.7-1: Boring and Trench Locations
9th and Vineyard Development Project

Kimley»Horn

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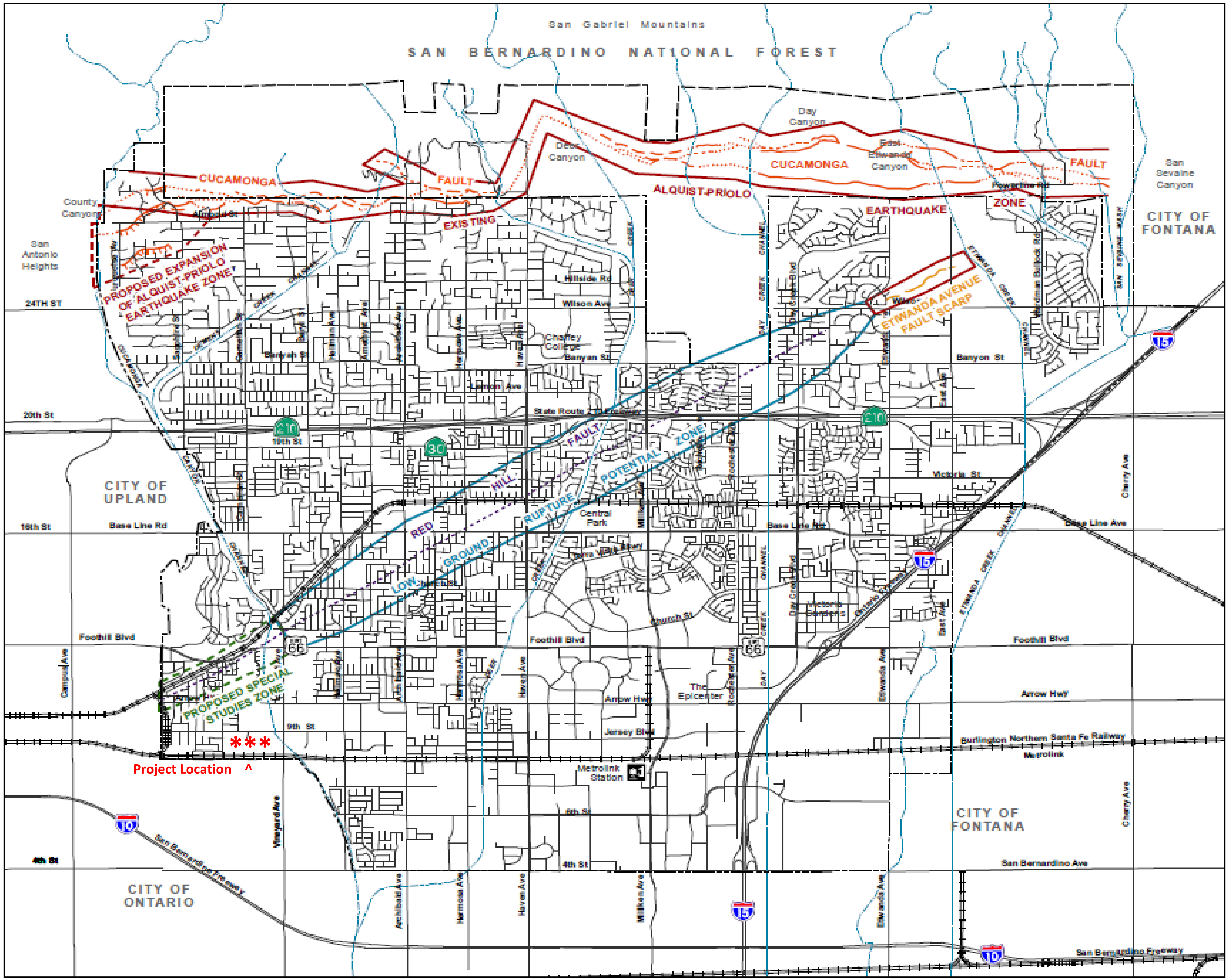

Legend

Fault Zones

Existing Alquist-Priolo Earthquake Zone[1]
Proposed Expansion of Alquist-Priolo Earthquake Zone[1]
Proposed Special Studies Zone[1]
Low Ground Rupture Potential Zone[2]

Active Faults

Cucamonga Fault

Fault Accurately Located
Fault Approximately Located
Fault Inferred
Fault Concealed
Fault Scarp (ticks indicate downthrown side)

Etiwanda Avenue Fault Scarp

Fault Accurately Located

Red Hill Fault

Fault Inferred
Fault Queried (uncertain)
*** Project Site Location

Base Map

Rancho Cucamonga City Boundary
Sphere of Influence

Notes: 1. All proposed structures for human occupancy within these zones shall require special fault hazard studies.

2. Associated with the uncertain segment of Red Hill Fault, special studies/foundations recommended for essential/critical facilities.

Exhibit 4.7-2: Regional Fault
9th and Vineyard Development Project

Kimley»Horn

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STATE

2016 California Building Standards Code

California building standards are published in the California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, consists of 11 parts that contain administrative regulations for the California Building Standards Commission and for all state agencies that implement or enforce building standards. Local agencies must ensure development complies with the CBSC guidelines. Cities and counties can adopt additional building standards beyond the CBSC. CBSC Part 2, named the California Building Code (CBC), is based upon the 2016 International Building Code (IBC). The 2016 CBSC (CCR, Title 24) went into effect on January 1, 2017. In addition, proposed building code changes are underway. Part 1, California Administrative Code, of the 2019 CBSC went into effect January 8, 2019. The remaining approved standards will have an effective date of January 1, 2020. Significant changes to Part 1 include 1) clarifying when an addition is required to have a dedicated egress system and 2) revising project inspector certification examinee eligibility criteria to better recognize appropriate qualifying experience and/or education. The CBSC website has additional 2019 CBSC changes.[3] Project construction would comply with the 2016 and 2019 CBSC.

Given the state's susceptibility to seismic events, the CBC's seismic standards are among the strictest in the world. The CBC applies to all development in the state, except where stricter standards have been adopted by local agencies. CBC Chapter 16 addresses structural design requirements governing seismically resistant construction (CBC Section 1604), including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (CBC Sections 1613.5 through 1613.7). CBC Chapter 18 includes (but is not limited to) the requirements for foundation and soil investigations (CBC §1803); excavation, grading, and fill (CBC Section 1804); allowable load-bearing values of soils (CBC Section 1806); and the design of footings, foundations, and slope clearances (CBC Sections 1808 and 1809), retaining walls (CBC Section 1807), and pier, pile, driven, and cat-in-place foundation support systems (CBC Section 1810). CBC Chapter 33 includes, but is not limited to, requirements for safeguards at worksites to ensure stable excavations and cut or fill slopes (CBC Section 3304).

Construction activities are subject to occupational safety standards for excavation and trenching as specified in the California OHSA regulations (Title 8 of the CCR) and in Chapter 33 of the CBC. These regulations specify the measures to be used for excavation and trench work where workers could be exposed to unstable soil conditions. The Project will be required to employ these safety measures during excavation and trenching.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code [PRC] 2621-2624, Division 2 Chapter 7.5) was passed in 1972 following the destructive February 9, 1971 moment magnitude (Mw) 6.6 San Fernando earthquake to mitigate the hazard of surface faulting to structures intended for human occupancy. The Act's main purpose is to prohibit siting buildings used for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or

[3] California Dept. of General Services (DGS). (2019). *Summary of 2019 California Building Standards Code Changes*. Retrieved from: https://www.dgs.ca.gov/-/media/Divisions/DSA/Publications/other/2019-CBC-CodeChangeSummary.ashx.

fault creep. The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," delineating appropriately wide earthquake fault zones to encompass potentially active and recently active traces of faults. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed human occupancy structures would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically at least 50-foot setbacks are required).[4]

Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including Earthquake Fault Zones.

Seismic Hazards Mapping Act of 1990

The SHMA of 1990 (PRC, Section 2690 et seq.) directs the DOC's California Geological Survey, to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards.

The SHMA provides a statewide seismic hazard mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other seismic hazards caused by earthquakes. Mapping and other information generated pursuant to the SHMA is to be made available to local governments for planning and development purposes. The state requires (1) local governments to incorporate site-specific geotechnical hazard investigations and associated hazard mitigation as part of the local construction permit approval process, and (2) the agent for a property seller, or the seller if acting without an agent, to disclose to any prospective buyer if the property is located within a seismic hazard zone. The State Geologist is responsible for compiling seismic hazard zone maps. The SHMA specifies that the lead agency for a project could withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

State Earthquake Protection Law

The State Earthquake Protection Law (California Health and Safety Code [HSC] Section 19100 et seq.) requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes. Specific minimum seismic safety and structural design requirements are set forth in Chapter 16 of the CBC. The CBC requires a site-specific geotechnical study to address seismic issues and identifies seismic factors that must be considered in structural design. Because the Project area is not located within an Alquist–Priolo Earthquake Fault Zone, no special provisions would be required for project development related to fault rupture.

[4] United States Geological Survey. (2019). *US Quaternary Faults.* Retrieved from https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf.

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Resource Conservation Chapter

The Resource Conservation Chapter of the City of Rancho Cucamonga GP provides guidance to promote the City's goals for the conservation of land with consideration of the existing resources, including geology and soils.

Goal RC-4 Cultural Resources. A community rich with historic and cultural resources.

Policy RC-4.6 Paleontological Resources. Require any paleontological artifacts found within the city or the Sphere of Influence to be preserved, reported, and offered for curation at local museums or research facilities.

Safety Chapter

The Safety Chapter of the Rancho Cucamonga General Plan (Rancho Cucamonga GP) maintains the goal of planning with a focus on minimizing potential hazards and health risks for the community. These goals and policies also include avoidance measures and best practices for geologic and seismic risks. The following goal from the Rancho Cucamonga GP have been created to increase public health and safety for the City.

Goal S-2 Seismic and Geologic Hazards. A built environment that minimizes risks from seismic and geologic hazards.

Policy S-2.3 Seismically Vulnerable Buildings. Prioritize the retrofit by private property owners of seismically vulnerable buildings (including but not limited to unreinforced masonry, soft-story construction, and non-ductile concrete) as better information and understanding becomes available.

City of Rancho Cucamonga Municipal Code[5]

City of Rancho Cucamonga Municipal Code (RCMC) Section 15.42 provides policies and regulations to be used during building development. These policies and regulations pertain to seismic risks attached to building development. The goal of the section is to increase safety throughout the City and minimize damage to buildings and structures. This section does not affect buildings deemed historically significant, nor does it require the alteration of existing utility facilities.

4.7.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for geology and soils were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

[5] City of Rancho Cucamonga Municipal Code §15.42.

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42);

ii. Strong seismic ground shaking;

iii. Seismic-related ground failure, including liquefaction; or

iv. Landslides.

- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning geology and soils. In addition, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts from geology and soils examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: Southern California Geotechnical, (2019). *Geotechnical Investigation Proposed Commercial/Industrial Development East Side of Baker Avenue, South of 9th Street Rancho Cucamonga,* field observations conducted by Kimley-Horn, review of project maps and drawings, analysis of aerial and ground-level photographs, and review of various data available in public records, including review of relevant local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on geology and soil resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.7.5 PROJECT IMPACTS AND MITIGATION

Impact 4.7-1: Would the proposed Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42)?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The nearest quaternary earthquake fault to the Project is the Red Hill Etiwanda fault, located approximately 0.6 miles north of the Project site. The Red Hill Etiwanda fault is a late quaternary fault and is not considered an Alquist-Priolo fault and according to the Geotechnical Investigation prepared for this Project the site is not within an Alquist-Priolo fault zone *Table 4.7-2, Nearby Fault Lines and Fault Zones,* summarizes the nearest fault zones and fault lines to the Project.

Table 4.7-2: Nearby Fault Lines and Fault Zones

Name	Type	Alquist-Priolo?	Distance from Site	Direction from Site
Alquist-Priolo Fault Zone	Fault Zone	Yes	4.2 miles	North
Sierra Madre Fault	Fault Line	Yes	4.3 miles	North
Red Hill Etiwanda Fault	Fault Line	No	0.6 miles	North
Red Hill Etiwanda Fault Zone	Fault Zone	No	0.3 miles	North

Sources:
California Department of Conservation. (2018). *Geologic Hazard Maps: Alquist-Priolo Fault Zones.* Retrieved from: https://maps.conservation.ca.gov/geologichazards/.
United States Geological Survey. (2019). *US Quaternary Faults.* Retrieved from https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf.

Movement along a fault to the extent that a gap–or rupture– forms on the earth surface would not affect the Project due to its distance from active fault lines and fault zones; especially Alquist-Priolo fault lines and Alquist-Priolo fault zones. No evidence of faulting was discovered during the field analysis of the Project site during geotechnical investigation[6]. Consequently, the possibility of significant fault rupture on the site is considered to be low. In addition, the Project would be designed pursuant to the 2019 CBC. The design standards provided in the CBC are designed to minimize the potential risk to life and property. Therefore, the potential for impacts from fault ruptures would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.7-2: Would the proposed Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

ii. Strong seismic ground shaking?

Level of Significance: Less than Significant Impact with Mitigation Incorporated.

[6] Southern California Geotechnical. (2019). *Geotechnical Investigation Proposed Commercial/Industrial Development East Side of Baker Avenue, South of 9th Street Rancho Cucamonga, California.* Page 10. Yorba Linda, CA: Southern California Geotechnical

CONSTRUCTION AND OPERATIONS

The Project site is located in an area that is subject to strong ground motions due to earthquakes. Numerous faults capable of producing ground shaking motions are located in the region, with one fault, The Red Hill Etiwanda fault, located 0.6 miles north of the Project site. Significant damage to structures could be unavoidable in earthquake conditions. The proposed structures, however, would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life including those design parameters described in the Geotechnical Investigation (*Appendix F*). The design parameters presented in the 2016 California Building Code as well as Mitigation Measure GEO-1 would be utilized to further protect against damages and other potentially harmful effects from strong seismic ground shaking. Therefore, potential impacts from strong seismic ground shaking would be less than significant with mitigation applied.

MITIGATION MEASURES

MM GEO-1 Prior to the issuance of grading permits or building permits, the City shall review all Project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the Geotechnical Investigation and other applicable Code requirements. Specific design considerations as outlined in the Geotechnical Investigation included in *Appendix F* should be implemented to minimize the risk for geological hazards included in the Project construction plans.

Impact 4.7-3: Would the proposed Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iii. Seismic-related ground failure, including liquefaction?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The Project is not located within a zone of suspended liquefaction according to the City's General Plan Figure S-2: Potential Liquefaction and Earthquake-Induced Landslides Map and the County of San Bernardino's General Plan Geologic Hazard Overlay Map EHFH C. The Project site also falls outside of areas with a generalized liquefaction susceptibility.[7] The boring conducted at the Project site revealed a lack of groundwater within 25 feet of the surface. Further research revealed that the historic high groundwater levels was at approximately 326 feet below ground level.[8] Liquefaction risks are normally associated with saturated, loose, poorly graded sands within 50 feet below ground level. The alluvial sands identified at the Project site consisted of medium dense to very dense well-graded with fine to coarse gravel and occasional cobbles. This soil would not meet all parameters for hazardous soil composition that could lend itself to liquefaction risks. The Project site's soil composition, lack of moisture, and lower historic groundwater levels would minimize seismic related ground failure and liquefaction risks. Therefore, potential impacts from seismic ground failure, including liquefaction, would be less than significant.

[7] County of San Bernardino. (2010). *San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays.* San Bernardino, CA: County of San Bernardino

[8] Southern California Geotechnical. (2019). *Geotechnical Investigation Proposed Commercial/Industrial Development East Side of Baker Avenue, South of 9th Street Rancho Cucamonga, California.* Page 7. Yorba Linda, CA: Southern California Geotechnical

MITIGATION MEASURES

No mitigation is required.

Impact 4.7-4: Would the proposed Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iv. Landslides?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The Project site has a gentle slope of approximately one percent running generally from the northwestern area of the site to the southeastern portion of the site. No extreme elevation differences exist in or around the Project site that would potentially lead to landslide effects. According to the San Bernardino County Geologic Hazard map the Project site and the immediate area are not within a zone of generalized landslide susceptibility. The Project area, which is also outside of the hazard zone for rockfall/debris-flow[9], contains relatively flat topography, further minimizing landslide susceptibility. Therefore, potential impacts from landslides would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.7-5: Would the proposed Project result in substantial soil erosion or the loss of topsoil?

Level of Significance: Less than Significant Impact with Mitigation Incorporated.

CONSTRUCTION AND OPERATIONS

The Project site was found to contain artificial fills at depths of up to 8 feet below the ground level and native alluvial soils at least 25 feet below ground level. The artificial fill soils were observed at all but three locations during the site study (boring location B-5 and trench locations T-2 and T-4). *Appendix F* shows each boring and trenching locations in the Project site. The artificial fill soils that were encountered were found to possess various levels of strength and density under testing. However, some of the artificial fill materials were found to be prone to hydrocollapse once exposed to water. It was then concluded that the artificial fill materials would not be suitable to support the proposed structures. The native alluvial soils were also found to possess varied strength and density levels. Remedial grading has been recommended to replace the near-surface native alluvial soils with compacted structural fill soils. The native soils that would be left in place after the remedial grading would not be subject to significantly increased stress levels from the foundations of the proposed structures.

The construction of the Project would involve excavation activities that would affect surface and near-surface soils. Over excavation of the Project would be implemented to remove any artificial fill soils, which extend from approximately 1 to 8 feet below the existing grade.[10] In addition to the excavation and removal of the fill material, the development of the Project would require grading preparation,

[9] County of San Bernardino. (2010). *San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays.* San Bernardino, CA: County of San Bernardino.

[10] Southern California Geotechnical. (2019). *Geotechnical Investigation Proposed Commercial/Industrial Development East Side of Baker Avenue, South of 9th Street Rancho Cucamonga, California.* Page 7. Yorba Linda, CA: Southern California Geotechnical.

excavation, trenching and paving activities that could result in soil erosion if exposed to periods of high wind or storm-related events. Dust control measures such as watering would be utilized to control the potential for erosion to occur. Construction contractors would also be required to implement a dust control plan in compliance with SCAQMD Rule 403 to reduce wind erosion (further information about dust control can be found in *Section 4.3, Air Quality* of this Draft EIR). Additionally, the general contractor would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) that outlines Best Management Practices in order to reduce the potential for water erosion during construction (further described in *Section 4.10, Hydrology and Water Quality* of this Draft EIR). Therefore, with implementation of Mitigation Measure GEO-1, as well as implementation of a dust control plan and SWPPP, impacts related to substantial soil erosion would be less than significant.

MITIGATION MEASURES

Mitigation Measure GEO-1 would be applied.

Impact 4.7-6: Would the proposed Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Level of Significance: Less than Significant Impact with Mitigation Incorporated.

CONSTRUCTION AND OPERATIONS

See impact discussions 4.7-1(i), 4.7-1(ii), 4.7-1(iii), and 4.7-1(iv) for further discussion of these impacts. The Project is located outside of any known fault lines or zones, included those considered Alquist-Priolo fault lines and fault zones. This is further outlined in *Table 4.7-2: Nearby Fault Lines and Fault Zones.* The soil composition of the Project site does not have the characteristics that would make it susceptible to liquefaction. As well, the historic high groundwater levels for the area in question was 326 feet below ground level. Liquefaction would require the saturation of poorly graded sandy soil (which was not observed at the site) within the first 50 feet below ground level. As well, the relatively flat topography of the Project site and surrounding area minimizes the risk of landslides. Further, the City's General Plan Figure S-2: Potential Liquefaction and Earthquake-Induced Landslides and San Bernardino County Geologic Hazard map shows the Project outside of landslide and liquefaction susceptibility areas.[11] Implementation of Mitigation Measure GEO-1 would further reduce risks associated with unstable soils by implementing design guidelines provided in the Geotechnical Investigation (Appendix F). Therefore, with implementation of Mitigation Measure GEO-1, potential impacts from unstable soils would be less than significant.

MITIGATION MEASURES

Mitigation Measure GEO-1 would be applied.

Impact 4.7-7: Would the proposed Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Level of Significance: Less than Significant Impact.

[11] County of San Bernardino. (2010). *San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays.* San Bernardino, CA: County of San Bernardino

CONSTRUCTION AND OPERATIONS

Expansive soils are soils expand and contract depending on their moisture level. This change can occur seasonally as water levels and precipitation changes throughout the year. These soils normally occur within the first five feet below the surface. Expansive soils can lead to structural damage as their compositions and volume changes dramatically. The near-surface soils encountered during the field study for the Geotechnical Investigation consisted of silty sands and well-graded sands, which are classified as low to non-expansive. Therefore, potential impacts from expansive soils on the site would less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.7-8: Would the proposed Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Level of Significance: No Impact.

CONSTRUCTION AND OPERATIONS

No septic tanks or other alternative wastewater disposal system are proposed, as the Project would be connected to the Cucamonga Valley Water District's existing sewer system. As a result, no impact to soils from the use of septic tanks or alternative waste water disposal systems would occur. Water and wastewater systems are further discussed in *Section 4.18 Utilities and Service Systems* of this Draft EIR.

MITIGATION MEASURES

No mitigation is required.

Impact 4.7-9: Would the proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Level of Significance: Less than Significant Impact with Mitigation Incorporated.

CONSTRUCTION AND OPERATIONS

According to the 2010 Rancho Cucamonga GP, geologic mapping of the City's planning area has revealed a low probability of containing significant paleontological resources. However, the City is "highly aware of these treasures as land is graded to accommodate new development" (2010 RC GP) and continues to screen development proposals. The City currently requires the research of any potentially paleontologically significant sites, as they are identified and require investigation of any potential site that would be determined to have potential resources. Upon the discovery of resources, the City would ensure proper handling and preservation of the discoveries.

Although no significant paleontological resources are expected to occur, the Project proponents would utilize the services of a project paleontologist in the case of any inadvertent discoveries. Implementation of Mitigation Measure GEO-2, would reduce potential impacts on paleontological resources or unique geologic features from Project construction to less than significant.

MITIGATION MEASURES

MM GEO-2 In the unlikely event that paleontological resources are exposed during construction activities, ground disturbing activities shall be suspended within 100-feet of the potential resource(s). A qualified paleontologist shall evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the paleontologist shall simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of a treatment plan, testing, or data recovery, could be warranted and shall be submitted to the Development Services Director or his/her designee. The final determination of any resource if discovered on the Project site, shall be subject to the recommendation of a qualified paleontologist.

4.7.6 CUMULATIVE IMPACTS

Southern California is a seismically active region with a range of geologic and soil conditions. These conditions can vary widely within a limited geographical area due to factors, including differences in landforms and proximity to fault zones, among others. Therefore, while geotechnical impacts could be associated with the cumulative development, by the very nature of the impacts (i.e., landslides and expansive and compressible soils), the constraints are typically site-specific and there is typically little, if any, cumulative relationship between the development of a Project and development within a larger cumulative area, such as citywide development. Additionally, while seismic conditions are regional in nature, seismic impacts on a given project site are site-specific. For example, development within the site or surrounding area would not alter geologic events or soil features/characteristics (such as ground-shaking, seismic intensity, or soil expansion); therefore, the Project would not affect the level of intensity at which a seismic event on an adjacent site is experienced. Project development would not expose more persons to seismic hazards.

In accordance with the thresholds of significance, impacts associated with seismic events and hazards would be considered significant if the effects of an earthquake on a property would not be mitigated by an engineered solution. The significance criteria do not require elimination of the potential for structural damage from seismic hazards. Instead, the criteria require an evaluation of whether the seismic conditions on a site can be overcome through engineering design solutions that would reduce to a less than significant level, the substantial risk of exposing people or structures to loss, injury, or death.

State and local regulatory code requirements and their specific mandatory performance standards are designed to ensure the integrity of structures during maximum ground shaking and seismic events. The Project would be constructed in compliance with all applicable codes and in accordance with the mitigation measures set forth in this Draft EIR, which are designed to reduce the exposure of people or structures to substantial risk of loss, injury, or death related to geological conditions or seismic events. Therefore, Project impacts would be mitigated to a less than significant level. Current building codes and regulations would apply to all present and reasonably foreseeable future projects, which would also be subject to even more rigorous requirements. Therefore, the Project—in combination with past, present, and reasonably foreseeable future projects—would not result in a cumulatively significant impact by exposing people or structures to risks related to geologic hazards, soils, or seismic conditions.

The Project's compliance with the CBC, City building code requirements, and General Plan policies would ensure that geology and soil impacts would be less than significant. As such, potential impacts would be

reduced to a less than significant level with implementation of applicable standard engineering practices and construction requirements. The Project's incremental contribution to cumulative geotechnical and seismic impacts would be less than significant.

4.7.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning geology, soils, and paleontological resources have been identified.

4.7.8 REFERENCES

California Department of Conservation. (2018). *Geologic Hazard Maps: Alquist-Priolo Fault Zones.* Retrieved from: https://maps.conservation.ca.gov/geologichazards/.

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4.8 GREENHOUSE GAS EMISSIONS

4.8.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the 9th and Vineyard Development Project (Project) potential impacts in relation to the existing regulations, plans, and policies pertaining to global climate change and the reduction of greenhouse gas (GHG) emissions, a quantified estimate of GHG emissions that would result from the Project, and an analysis of the significance of the impact of these GHGs. The current condition was used as the baseline against which to compare potential impacts associated with implementation of the Project.

4.8.2 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

The Project site is disturbed with commercial and industrial facilities developed on nine contiguous parcels. A large portion of the Project site along Baker Avenue is currently undeveloped. The remainder of the Project site is currently improved with a series of industrial and commercial buildings, a cellular tower and its related support facilities, and a potential historic residential structure. All of the structures are currently vacant as leases for the buildings were not renewed/expired due to the proposal for redevelopment of the site. Access is currently provided from the existing driveways from Baker Avenue, 9th Street, and Vineyard Avenue.

GREENHOUSE GASES

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). These GHGs vary in terms of global warming potential, which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to CO_2, the most abundant GHG. GHG emissions are typically measured in metric tons of CO_2 equivalents (CO_2e).

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and

cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere.[1] *Table 4.8-1, Description of Greenhouse Gases* describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.8-1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO_2 is variable because it is readily exchanged in the atmosphere. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O is 298.
Methane (CH_4)	CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH_4 include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH_4 is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase-out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs ranges from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited its production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, and non-toxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF_6 is 23,900.

[1] Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis*, *Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. http://www.climatechange2013.org/report/full-report/.

Greenhouse Gas	Description
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase-out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF_3)	NF_3 was added to Health and Safety Code Section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.
Source: Compiled from U.S. EPA, *Overview of Greenhouse Gases*, April 11, 2018 (https://www.epa.gov/ghgemissions/overview-greenhouse-gases); U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018; Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007; National Research Council, Advancing the Science of Climate Change, 2010; U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, April 2010.	

4.8.3 REGULATORY SETTING

FEDERAL

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which will aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (U.S. EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA

and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the U.S. EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In 2018, the President and the U.S. EPA stated their intent to halt various federal regulatory activities to reduce GHG emission, including the phase two program. California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives. On September 27, 2019, the U.S. EPA and the NHTSA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019.) The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part

Two sets CO_2 emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light-duty trucks, covering model years 2021-2026.

Presidential Executive Order 13783

Presidential Executive Order 13783, *Promoting Energy Independence and Economic Growth* issued on March 28, 2017, orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of CO_2, N_2O, and CH_4.

STATE OF CALIFORNIA

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO_2 equivalents (CO_2e) in the world and produced 459 million gross metric tons of CO_2e in 2013. In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

California Air Resource Board Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual")[2]. The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and

[2] CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

outlines the adopted role of a cap-and-trade program.[3] Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO_2e ($MMTCO_2e$) to 545 $MMTCO_2e$. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017 CARB

[3] The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy.

adopted a second update to the Scoping Plan.[4] The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards)

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions. AB 1493 is currently being challenged by the federal government under the Trump Administration.

SB 1368 (Emission Performance Standards)

SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined-cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO_2 per

[4] California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed May 9, 2018.

megawatt-hour. Under SB 1368, the Project would reduce GHG emissions by using energy that was generated with cleaner methods.

SB 1078 and SBX1-2 (Renewable Electricity Standards)

SB 1078 requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load-serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SBX1-2, which codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 25 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms)

Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans)

Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05

Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target.

Executive Order S-01-07

Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08

Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08

Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly-owned electricity retailers.

Executive Order S-21-09

Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's RPS to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15

Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e ($MMTCO_2e$). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18.

Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations

The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, §§1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2016 Building Energy Efficiency Standards approved on January 19, 2016 went into effect on January 1, 2017. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and take effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California

Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2017. Updates to the 2016 CALGreen Code will take effect on January 1, 2020 (2019 CALGreen). The 2019 CALGreen standards will continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

REGIONAL

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.

With the tiered approach, the Project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all industrial projects, the SCAQMD is proposing a screening threshold of 10,000 million tons of CO_2e

($MTCO_2e$) per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 $MTCO_2e$ per service population per year. Tier 5 would exclude projects that implement off-site mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

GHG efficiency metrics are utilized as thresholds to assess the GHG efficiency of a project on a per capita basis or on a service population basis (the sum of the number of jobs and the number of residents provided by a project) such that a project would allow for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020 and 2035). GHG efficiency thresholds can be determined by dividing the GHG emissions inventory goal of the State, by the estimated 2035 population and employment. This method allows highly efficient projects with higher mass emissions to meet the overall reduction goals of AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed-use).

As the Project involves the construction of three (3) new warehouses, the 10,000 $MTCO_2e$ per year industrial screening threshold has been selected as the significance threshold, as it is most applicable to the Project.

Southern California Association of Governments

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS]). The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Resource Conservation Chapter

The Resource Conservation Chapter of the City of Rancho Cucamonga General Plan (Rancho Cucamonga GP) provides guidance to promote the City's goals for the conservation of global and local resources, including goals and policies related to climate.

Project relevant goals and policies specific to GHGs are discussed in this section. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below. Rancho Cucamonga GP policies that directly address reducing and avoiding GHG impacts include the following:

Goal RC-6 Climate Change. A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.

Policy RC-6.9 Access. Require pedestrian, vehicle, and transit connectivity of streets, trails, and sidewalks, as well as between complementary adjacent land uses.

Policy RC-6.10 Green Building. Encourage the construction of buildings that are certified Leadership in Energy and Environmental Design (LEED) or equivalent, emphasizing technologies that reduce GHG emissions.

Policy RC-6.11 Climate-Appropriate Building Types. Encourage alternative building types that are more sensitive to and designed for passive heating and cooling within the arid environment found in Rancho Cucamonga.

Policy RC-6.13 Designing for Warming Temperatures. When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

Policy RC-6.14 Designing for Changing Precipitation Patterns. When reviewing development proposals, encourage applicants to consider stormwater control strategies and systems for sensitivity to changes in precipitation regimes and consider adjusting those strategies to accommodate future precipitation regimes.

Policy RC-6.15 Heat Island Reductions. Require heat island reduction strategies in new developments such as light-colored paving, permeable paving, right-sized parking requirements, vegetative cover and planting, substantial tree canopy coverage, and south and west side tree planting.

Policy RC-6.17 Offsite GHG Mitigation. Allow the use of creative mitigation efforts such as off-site mitigation and in lieu fee programs as mechanisms for reducing project-specific GHG emissions.

San Bernardino County Regional Greenhouse Gas Reduction Plan

In response to statewide GHG reduction initiatives, the San Bernardino Associated Governments (formerly SANBAG, now known as San Bernardino Council of Governments or SBCOG), cooperated in compiling an inventory of GHG emissions and an evaluation of reduction measures to be adopted by the cities partnering within SBCOG. Reduction measures in the GHG Reduction Plan (GHGRP) are targeting GHG goals for the year 2020. The GHGRP serves as a plan for how the City and other neighboring cities can be more environmentally friendly. Several of the measures and policies mentioned in the GHGRP for the City of Rancho Cucamonga are from the Rancho Cucamonga GP. The policies listed in the GHGRP range from broadly supporting energy efficiency and sustainability to policies closely tied to specific GHG reduction measures (refer to *Table 4.8-4: San Bernardino County Regional Greenhouse Gas Reduction Plan Consistency*). Application of these policies is expected to reduce local GHGs by an

estimated 387,998 $MTCO_2e$ from "business as usual" levels in 2020. This would equate to a 28.0 percent reduction in GHGs from the 2008 levels of 1,238,926 $MTCO_2e$ annually.

4.8.4 STANDARDS OF SIGNIFICANCE

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions would have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the Project's GHG emissions.[5]

Multiple expert agencies throughout the state have drafted or adopted varying threshold approaches and guidelines for analyzing 2020 operational GHG emissions in CEQA documents. The different thresholds include compliance with a qualified GHG reduction strategy, performance-based reductions, numeric bright-line thresholds, and efficiency-based thresholds. The California Supreme Court decision in the *Centers for Biological Diversity v. California Department of Fish and Wildlife* (2015) 62 Cal.4th 204, Case No. S217763, the Newhall Land and Farming Company (November 30, 2015, Case No. S217763) (hereafter Newhall Ranch)[6] confirmed that when an "agency chooses to rely completely on a single quantitative method to justify a no-significance finding, CEQA demands the agency research and document the quantitative parameters essential to that method."

As noted earlier, AB 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020 and efficiency-based thresholds represent the rate of emission reductions needed to achieve a fair share of California's GHG emissions reduction target established under AB 32. In adopting AB 32, the legislature determined the necessary GHG reductions for the state to make in order to sufficiently offset its contribution to the cumulative climate change problem to reach 1990 levels. AB 32 is the only legally mandated requirement for the reduction of GHGs. As such, compliance with AB 32 is the current adopted basis upon which an agency can base its significance threshold for evaluating a project's GHG impacts. However, it is acknowledged that Executive Orders 5-03-05 and B-30-15, SB 375, and proposed legislation will ultimately result in GHG emissions reduction targets for 2030, 2040, and 2050.

The following significance criteria for greenhouse gases were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

[5] 14 California Code of Regulations, §15064.4a
[6] Association of Environmental Professionals, 2016.

METHODOLOGY AND ASSUMPTIONS

The Project and associated Project Design Features are evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning GHGs. In addition to Project Design Features, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts on GHG resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: Kimley-Horn Associates, *Greenhouse Gas Emissions Assessment 9th Street and Vineyard Avenue Warehouse Project*, July 2021, field observations conducted by Kimley-Horn, review of project maps and drawings, analysis of aerial and ground-level photographs, and review of relevant federal, state, and local GHG regulations. The determination that a Project component would or would not result in "substantial" adverse effects on GHG resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

SOUTH COAST AIR QUALITY MANAGEMENT THRESHOLDS

The SCAQMD has not announced when staff is expecting to present a finalized version of its GHG thresholds to the governing board. On September 28, 2010, the SCAQMD recommended an interim screening level numeric "bright-line" threshold of 10,000 metric tons per year of CO_2e for industrial land uses. These efficiency-based thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The numeric "bright line" was developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provides guidance to CEQA practitioners in determining whether GHG emissions from a proposed project are significant. Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project. Additionally, the Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The 10,000 $MTCO_2e$ per year threshold is used in addition to the qualitative thresholds of significance set forth below from Section VII of Appendix G to the State CEQA Guidelines.

4.8.5 PROJECT IMPACTS AND MITIGATION

Impact 4.8-1: Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?

Level of Significance: Less than Significant Impact.

SHORT-TERM CONSTRUCTION GREENHOUSE GAS EMISSIONS

The Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the Project is depicted in *Table 4.8-2, Construction-Related Greenhouse Gas Emissions.* For analysis purposes, the modeling conservatively assumed construction would occur at the earliest feasible date (starting in September 2020 and ending in October 2021) determined at the time the analysis commenced. It should be noted that although construction would now occur later, the modeled emissions are conservative as emissions rates decrease in future years due to fleet turnover and regulatory and technological improvements.

Table 4.8-2: Construction-Related Greenhouse Gas Emissions[2]

Category	$MTCO_2e$
Construction Year 1	283.62
Construction Year 2	1,851.48
Total Construction N_2O Emissions[1]	25.42
Total Construction Emissions	2,160.52
30-Year Amortized Construction	72.02

1. As CalEEMod 2016.3.2 does not calculate N_2O emissions, these emissions were calculated separately and added to the CalEEMod outputs. Source: CalEEMod version 2016.3.2. Refer to *Appendix B* for model outputs.
2. While the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The above table reflects the more conservative 1,037,467 square footage and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

As shown, the Project would result in the generation of approximately 2,160.52 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.[7] The amortized Project construction emissions would be 72.02 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

LONG-TERM OPERATIONAL GREENHOUSE GAS EMISSIONS

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. The modeling conservatively uses an opening year of 2021, consistent with the Project Traffic Impact Study. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to,

[7] The Project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

and wastewater from the Project, the emissions associated with solid waste generated from the Project. In addition, up to 35 percent of the building would be refrigerated, therefore it is assumed that 35 percent of the trucks would include transport refrigeration units (TRUs) which would generate emissions and result in fugitive refrigerants from air conditioning or refrigerators. Project operational emissions would be associated with other sources of operational emissions including off-road equipment. Because the Project is a speculative warehouse development and the final end user is not known, it was assumed that each building would operate two electric-powered forklifts, six in total.

Total GHG emissions associated with the Project are summarized in *Table 4.8-3, Annual Project Greenhouse Gas Emissions.* As shown in *Table 4.8-3,* the Project would generate approximately 11,310.41 $MTCO_2e$ annually from both construction and operations and the Project, a net increase of 9,811.27 $MTCO_2e$ above existing operations. It should be noted that the Project proposes a maximum of 35 percent of the warehouse square footage (35 percent of 1,019,090 square feet = 356,682 square feet) would be used for refrigerated purposes. Project-related GHG emissions would not exceed the City's 10,000 $MTCO_2e$ per year threshold.

Table 4.8-3: Annual Project Greenhouse Gas Emissions[2]

Emissions Source	$MTCO_2e$ per Year
Existing Project Site	
Total Emissions	1,499.14
Project	
Construction Amortized Over 30 Years	72.02
Area Source	0.03
Energy	5,136.15
Mobile[1]	4,596.56
Off-road	105.59
Waste	488.51
Water and Wastewater	897.73
TRU	13.82
Total Emissions	**11,310.41**
Net Change	**9,811.27**
Project Threshold	10,000
Exceeds Threshold?	**No**

1. As CalEEMod 2016.3.2 does not calculate N_2O emissions, these emissions were calculated separately and added (an additional 211.49 $MTCO_2e$) to the CalEEMod outputs.
2. While the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The above table reflects the more conservative 1,037,467 square footage and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

Source: CalEEMod version 2016.3.2. Refer to *Appendix B* for model outputs.
Note: TRU (Transport Refrigeration Units).

MITIGATION MEASURES

No mitigation is required.

Impact 4.8-2: Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?

Level of Significance: Less than Significant Impact.

SAN BERNARDINO COUNTY REGIONAL GREENHOUSE GAS REDUCTION PLAN CONSISTENCY

The City follows the 2014 GHGRP, which serves as a long-term vision for how the City, along with neighboring cities, can be more environmentally friendly and provides guidance for residents, City staff, and decision-makers in the community on how to achieve future sustainability goals. The goals outlined in the GHGRP target GHG emissions in the year 2020. As shown in *Table 4.8-4, San Bernardino County Regional Greenhouse Gas Reduction Plan Consistency,* the Project would not conflict with the goals in the GHGRP.

Table 4.8-4: San Bernardino County Regional Greenhouse Gas Reduction Plan Consistency

SBCOG Goals		Compliance	
GOAL 1:	Continue to support the regional bus system to provide intra-city service, inter-city service to major employment centers, and connect with other regional transportation transfer points.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 2:	Where needed and appropriate, require new development to provide transit facilities and accommodations, such as bus shelters and turnouts, consistent with regional agency plans and existing and anticipated demands.	Consistent:	The Project is not located immediately adjacent to an existing bus route. Therefore, the new development would not need to provide transit facilities and accommodations for buses.
GOAL 3:	Continue to implement traffic signal systems and intelligent transportation systems (ITS) components (not limited to signal coordination, highway advisory radio, closed-circuit television, emergency vehicle signal preemption, etc.) along arterial roadways and sub-areas, in accordance with the City's traffic Signal System Conceptual Buildout Plan and in compliance with regional and appropriate ITS Architecture Master Plans	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Continue to develop non-motorized trails and bicycle routes as identified in Figure OS-2 – Trails and Sidewalks within Chapter 3: Open Space of the Rancho Cucamonga ; and the adopted Regional Non-Motorized Transportation Plan.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 5:	Require that all new development adjacent to non-motorized trails provide bicycle and pedestrian routes linked to those facilities.	N/A:	This is not a transportation improvement project and is therefore not applicable.

SBCOG Goals		Compliance	
GOAL 6:	Increase densities through transit-oriented development in the core of the city adjacent to the Metrolink and Omni-trans hub.	N/A:	This is not a project-specific policy. However, the Project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen) and is located near existing development and transit.
GOAL 7:	Activity Centers should be linked with residential neighborhoods and be accessible by multiple modes of transportation.	N/A:	This is not a project-specific policy and is therefore not applicable.
Source: San Bernardino County Transportation Authority, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, March 2014.			

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (*2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy* [2020 RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost-effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the RTP/SCS goals is analyzed in detail in *Table 4.8-5, Regional Transportation Plan/Sustainable Communities Strategy Consistency.*

Table 4.8-5: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent:	Although this Project is not a transportation improvement project, the Project is located near existing transit routes on Vineyard Avenue.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	Consistent:	This is not a transportation improvement project and is therefore not applicable. However, the Project includes warehouse uses that would support goods movement.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality	Consistent:	The Project is located within an urban area on a site that is already developed. The location of the Project is an already developed site in proximity to existing truck routes and freeways. Location of the Project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions.
GOAL 6:	Support healthy and equitable communities	Consistent:	As discussed in the Air Quality Assessment and the Health Risk Assessment, the Project would not exceed thresholds or result in health impacts. The Project is located on a site that is zoned Neo-Industrial (NI) and would not conflict with the surrounding community's ability to access healthy food or parks.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A:	This is not a transportation improvement project and is therefore not applicable. However, the Project on an already developed site in proximity to existing truck routes and freeways. Location of the Project within a developed area would reduce trip lengths, which would result in more efficient travel.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	The Project involves development of warehouse uses and does not include housing. The Project is located within a relatively short walking distance to local bus routes.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	N/A:	This Project is located on a previously developed site and is not located on agricultural lands.

Source: Southern California Association of Governments, *Regional Transportation Plan/Sustainable Communities Strategy*, 2020.

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the

planning efforts previously stated. As shown in *Table 4.8-5,* the Project would be consistent with the stated goals of the RTP/SCS. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

CALIFORNIA AIR RESOURCE BOARD SCOPING PLAN CONSISTENCY

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. As shown in *Table 4.8-6, Project Consistency with Applicable CARB Scoping Plan Measures,* the Project is consistent with most of the strategies, while others are not applicable to the Project.

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions would be adopted as required to achieve statewide GHG emissions targets. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 4.8-6: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Consistent.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the Project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
		Pollutant Exhaust and Evaporative Emission Standards	2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	**Consistent**. This measure applies to medium and heavy-duty vehicles that operate in the state. The Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
	High Speed Rail	Funded under SB 862	**Not applicable**. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	**Consistent.** The Project would not conflict with implementation of this measure. The Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	**Consistent**. The Project would obtain electricity from the electric utility, Southern California Edison (SCE). SCE obtained 32 percent of its power supply from renewable sources in 2017. Therefore, the utility would provide power when needed on-site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
	Million Solar Roofs Program	Tax Incentive Program	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use. The Project would also comply with the City's Water-Efficient Landscaping Regulations (Chapter 17.82 of the Rancho Cucamonga Municipal Code).
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The State is to increase the use of green building practices. The Project would implement required green building strategies through existing regulation that requires the Project to comply with

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
			various CalGreen requirements. The Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Not applicable.** The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 $MTCO_2e$ of combustion and process emissions, all facilities belonging to certain industries, and all-electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, total Project GHG emissions would not exceed 10,000 $MTCO_2e$. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards AB 341 Statewide 75 Percent Diversion Goal	**Consistent.** The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable.** The Project is in an area designated for urban uses. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Not applicable**. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable**. The Project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the Project.

Source: California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017 and CARB, *Climate Change Scoping Plan*, December 2008.

The Project is estimated to emit approximately 11,310.41 $MTCO_2e$ per year directly from on-site activities and indirectly from off-site motor vehicles, a net increase of 9,811.27 $MTCO_2e$ above existing GHG emissions, see *Table 4.8-3*. The GHG emissions caused by long-term operation of the Project would be less than significant. While the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The above stated $MTCO_2e$ reflects the more conservative 1,037,467 square footage, and is, therefore, more conservative than the proposed Project square footage of 1,032,090 square feet.

As discussed above, the Scoping Plan reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. *Table 4.8-6* summarizes the Project's consistency with the Scoping Plan. As summarized, the Project would not conflict with any of the provisions of the Scoping Plan. Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the Project would benefit from implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The majority of the GHG reductions from the Scoping Plan would result from continuation of the Cap-and-Trade regulation. Assembly Bill 398 (2017) extends the state's Cap-and-Trade program through 2030 and the Scoping Plan provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply 60 percent renewable electricity by 2030 and 100 percent renewable by 2045), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the Mobile Source Strategy and Sustainable Freight Action Plan.

Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the CARB's Advanced Clean Truck Regulation, Executive Order N-79-20, CARB's Mobile Source Strategy, CARB's Sustainable Freight Action Plan, and CARB's Emissions Reduction Plan for Ports and Goods Movement. CARB's Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.

Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."

CARB's Mobile Source Strategy which include increasing ZEV buses and trucks and their Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector. CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. As such, the Project would not interfere with their implementation.

The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. The Project would also benefit from implementation of the State programs for ZEVs and goods movement efficiencies that reduce future GHG emissions from trucks.

MITIGATION MEASURES

No mitigation is required.

4.8.6 CUMULATIVE IMPACTS

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG

emission impacts from a climate change perspective. The additive effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the Project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As shown in *Table 4.8-4* and *Table 4.8-5,* the Project would not conflict with the GHGRP, or the RTP/SCS. As a result, the Project would not conflict with any GHG reduction plans including the CARB Scoping Plan. Therefore, the Project's cumulative contribution of GHG emissions would be less than significant and the Project's cumulative GHG impacts would also be less than cumulatively considerable.

4.8.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable greenhouse gas emissions impacts have been identified.

4.8.8 REFERENCES

California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* 2017.

City of Rancho Cucamonga. (2021). *PlanRC, Rancho Cucamonga General Plan Update*. Rancho Cucamonga, CA: City of Rancho Cucamonga.

HPA Architecture, *Site Plan*, 2020.

Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007.

Intergovernmental Panel on Climate Change, *Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013.

Kimley-Horn Associates, *Greenhouse Gas Emissions Assessment 9th Street and Vineyard Avenue Warehouse Project*, September 2020

National Research Council, *Advancing the Science of Climate Change*, 2010.

San Bernardino County Transportation Authority, *San Bernardino County Regional Greenhouse Gas Reduction Plan*, March 2014.

State of California, *Code of Regulations §15065.5a*, 2018.

Southern California Association of Governments, *2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy*, 2020.

South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, 2009.

U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018.

U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, 2010.

U.S. EPA, *Overview of Greenhouse Gases*, 2018.

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4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 INTRODUCTION

This section of the Draft EIR identifies and evaluates potential impacts related to hazards and hazardous materials, and wildfires that could result from implementation of the Project. The current condition was used as the baseline against which to compare potential impacts associated with implementation of the Project. Information used to prepare this section came from the following resources:

- Avocet Environmental, Inc., *9th Street & Vineyard Avenue Assemblage Rancho Cucamonga, California Phase I Environmental Site Assessment*, June 14, 2019
- Avocet Environmental, Inc., *SWC 9th Street & Vineyard Avenue Rancho Cucamonga, California Phase II Investigation*, June 17, 2019
- ATC Group Services, LLC., *Asbestos and Lead Demolition/Renovation Survey Report for 6 Buildings 9th Street and Vineyard Avenue, Rancho Cucamonga, California*, May 10, 2019

The resources above are included in their entirety as *Appendix G* of this Draft EIR. The Phase I Environmental Site Assessment (ESA) was conducted in accordance with (1) the United States Environmental Protection Agency (U.S. EPA) Standards and Practices for All Appropriate Inquiries ((AAI), 40 CFR Part 312) and (2) guidelines established by the American Society for Testing and Materials (ASTM) in the *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process/Designation E 1527-13* (ASTM Standard Practice E 1527-13).

4.9.2 ENVIRONMENTAL SETTING

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of unintended releases of hazardous or toxic materials than is the general population. Land uses considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project site is within the Cucamonga School and Chaffey Joint High School Districts and is located adjacent to the Ontario-Montclair School District). Sensitive land uses surrounding the Project consist predominately of single-family residential communities and schools. Information on specific schools close to the Project, along with other known sensitive populations, including residences, playgrounds, and churches is provided below in *Table 4.9-1, Sensitive Receptors*. All identified receptors are within the City of Rancho Cucamonga, unless otherwise noted.

Table 4.9-1: Sensitive Receptors

Receptor Description	Distance and Direction from Project
Single-Family Residential Community	Adjacent to the north
Single-Family Residential Community	80 feet to the west
San Antonio Christian School	260 feet to the south
Single-Family Residential Community	260 feet to the south
Kid's Club	485 feet to the south
Los Amigos Elementary School	375 feet to the northwest
Single-Family Residential Community	390 feet to the southeast

Receptor Description	Distance and Direction from Project
Chinese Christian Family Church	690 feet to the north
Dorothy Gibson High School	1,560 feet to the south
Arroyo Elementary School	1,560 feet to the south
Bear Gulch Park	2,000 feet to the northeast
Bear Gulch Elementary School	2,400 feet to the northeast
Valley View High School	2,220 feet to the south
Source: Air Quality Assessment 9th Street and Vineyard Avenue Warehouse Project, 2021, *Appendix B.*	

PRESENT USES

The Project site is disturbed with commercial and industrial facilities developed on nine contiguous parcels. The Project site is currently improved with a series of industrial and commercial buildings, a cellular tower and its related support facilities, and a potential historic residential structure. A large portion of the Project site along Baker Avenue is currently undeveloped. Access is currently provided from the existing driveways from Baker Avenue, 9th Street, and Vineyard Avenue. *Table 4.9-2, Project Addresses and Existing Uses* summarizes current uses of the nine different Project parcels.

Table 4.9-2: Project Addresses and Existing Uses

Address	Existing Use
8855 Baker Avenue	Vacant, formerly industrial
8729 East 9th Street	Vacant, formerly office
8817 Baker Avenue	Vacant, formerly residential
8803 Baker Avenue	Abandoned home
8769 Baker Avenue	Undeveloped, featured home in past
8830 Vineyard Avenue	Vacant, formerly industrial
8847 East 9th Street	Vacant, formerly industrial
8810 Vineyard Avenue	Vacant, formerly industrial/residential
8705 & 8725 East 9th Street	Vacant, formerly residential

PAST USES

Based on review of historical aerial photographs and topographic maps, the Project site was used for agriculture from at least as far back as 1938, at which time it featured three small agricultural holdings, each of which appears to have featured a residence and detached support structures. A majority of the Project site was planted with trees, which, based on the area's history, are assumed to have been citrus trees. Additional residences and a few small commercial/industrial structures had been added by 1949: a welding shop that has since been demolished and the existing building in the northeast corner of the Project site, at 8847 East 9th Street, currently occupied by Merchant Landscape Services. By 1959, the assumed citrus tree orchards had been cleared, the existing radio station and three of the four associated radio masts had been constructed at 8729 East 9th Street, and the existing Scheu Steel Supply building had been constructed in the southeast corner of the Project site, at 8830 Vineyard Avenue. The Scheu Steel building was later extended to the west and a fourth radio mast was added south of the radio station. By 1975, the former Patrini Shoes building had been constructed inside the southern Project site boundary,

at 8855 Baker Avenue. The Patrini Shoe building was later extended to the east. In or around 2016, all but one of the residential structures at the Project site was removed, as was the former welding shop.

EXISTING CONDITIONS

Site Observations

During the March 2019 site visit conducted for the Phase I ESA, the Project site was partially developed. The developed portions are discussed in the Phase I ESA in *Appendix G* and summarized below.

- **8855 Baker Avenue (Former Patrini Shoe Facility).** The southwest quadrant of the Project site features the former Patrini Shoes facility; however, the western half has never been developed. Occupants after Patrini Shoes included Scheu Steel, which used it for powder coating, and Paragon Schmid and Masco Contractor Services, both of which were building material/component distributors. Little is known about historical operations in and around the building at 8855 Baker Avenue other than that Patrini Shoes operated seven underground storage tanks (USTs) for MEK and MIBK storage. These seven USTs were permanently closed by removal in February 1990.

  Access to the existing warehouse building (8855 Baker Avenue) and parking lot is via an asphalt-paved road from Baker Avenue through a normally locked gate. Ecoplast, the current occupant, specializes in recycling plastics, which it processes into small beads that can be easily transported and melted down for reuse. It appears, however, that the processing is conducted elsewhere; Ecoplast currently uses the building only to store excess processed plastic in "super sacks." The northwestern part of the building features unused office space, while the warehouse encompasses the remainder. The inside of the building features concrete floors, and other than open space, there are two bathrooms. Miscellaneous items, including old furniture and tools, are stored in the southwest corner of the building. Floor drains inside the building were not observed but two holes in the concrete floor, both approximately 4 inches in diameter and at least 12 inches deep, were observed. The holes feature a steel lining with a threaded collar, suggesting they may be related to the powder coating or other equipment previously installed in the building. Hazardous materials or wastes at the property were not observed, although liquid was observed leaking from large bales of plastic bags and staining the floor in the immediate vicinity. The building at 8855 Baker Avenue features a parking lot on the north side, a small canopy attached to the eastern side, and a recessed loading dock along the western side. Miscellaneous equipment, including parts for a former conveyor belt, was observed outside the southern wall of the building.

- **8803, 8817, and 8769 Baker Avenue.** The parcels at 8803 and 8817 Baker Avenue were residential and featured as many as three separate homes in the past, although only one abandoned home remains, at 8803 Baker Avenue. The remaining home is in a state of disrepair and the windows are boarded up. Concrete debris was observed behind (east of) the abandoned home at a location that coincides with the former swimming pool visible in historical aerial photographs. The parcel at 8769 Baker Avenue is currently vacant and overgrown with vegetation. It featured a residential or commercial structure in 1966, but this structure was not observed during the March 2019 site visit. The parcel is partially fenced along Baker Avenue, although there is no east-west fencing to separate it from the parcels to the south.

- **8705 and 8725 East 9th Street.** The properties at 8705 and 8725 East 9th Street are located immediately west of the existing, vacant office building. The two parcels are now vacant, but two of the building pads and the former driveway at 8705 East 9th Street are still present, as are two additional pads. 8705 East 9th Street was occupied by Castellini Welding and Fabrication until at least 1995, while 8725 East 9th Street apparently was occupied by Lucy Ricci between 1956 and 2003, suggesting it was a residence. Demolition debris was observed scattered around the property, including pieces of concrete pipe, broken glass, wood, and masonry. It is not clear whether the pipe debris contains asbestos (i.e., is asbestos-concrete pipe); however, only two lengths of broken pipe totaling approximately 5 feet were observed. One of the smaller building pads, possibly for a garage, is inscribed with the date April 21, 1999 and is painted red. Red paint can contain elevated concentrations of lead and/or other metals, although the average concentrations typically would not make the concrete a hazardous waste unless the lead is soluble. Given the inscribed date, however, the red paint is unlikely to be lead-based paint (LBP).

- **8729 East 9th Street.** This facility is currently vacant, having most recently been used by radio station KSPA, which broadcasts Vietnamese-language content. Based on historical aerial photographs and City Directory information, the parcel has been used for radio broadcasting since it was first developed. The parcel features an office building with associated parking lot along East 9th Street, inside which are several audio studios and offices for personnel. The remainder of the parcel is essentially undeveloped except for four radio masts supported by guy wires. A backup electrical generator was not observed.

- **8847 East 9th Street and 8810 Vineyard Avenue.** The building is currently vacant, having most recently been occupied by Merchant Landscape Services, which operated out of the building at 8847 East 9th Street. The building features office space and a workshop in which landscaping equipment is stored and maintained. The eastern part of the workshop is subdivided into three gated areas along the northern side and an open work area along the southern side. The three gated areas were used to store cleaning supplies, paint, tools, oil for equipment, fertilizer, and various herbicides and pesticides. The pesticides and herbicides were stored in their own gated area. The pesticides and herbicides were stored on shelves in containers of 1- to 5-gallon capacity. There was no secondary containment for any of the pesticides and herbicides and some of the containers were stored directly on the ground. Indications of significant spills were not observed during the March 2019 site visit, although there were indications that *de minimis* spills may have occurred while filling handheld sprayers and other application equipment. Secondary containment for other liquids (oil, paint, etc.) similarly was not observed. Across from the gated storage areas were stacks of spare tires, generators, workbenches, and various equipment parts from lawnmowers and weed whackers.

  Additional gated storage areas were located along the northern and southern walls inside the western portion of the workshop. There are a total of ten of these gated areas, each assigned to a specific account (or maintenance site). Typical equipment stored inside the gated areas during the site visit included lawnmowers, weed whackers, leaf blowers, traffic cones, waste containers, and gas cans for filling up the gasoline-powered equipment. The gas cans were not provided with secondary containment; however, none of them appeared to be leaking. Ride-on lawnmowers were observed between these storage areas. No floor drains were observed inside the workshop. *De minimis* oil stains were observed on the concrete floor throughout the workshop.

The area immediately to the west and south of the Merchant Landscape building were used to park vehicles, trailers, and equipment. Merchant Landscape used the area to the west of the warehouse to stage potted plants and soil for planting. There was also a trailer loaded with empty buckets and traffic cones and several spare wheels next to the potted plants. There are two storage containers located outside the southern wall of the warehouse. The containers were used to store additional equipment, such as fertilizer spreaders, and fertilizer. Other pieces of equipment were stored along the southern wall of the warehouse during the site visit, such as ride-on lawnmowers, an empty storage tank for liquid, traffic signage, and additional fertilizer spreaders.

To the south of the equipment storage yard is an open, unpaved area at 8810 Vineyard Avenue. This area was used for employee parking and to stage green waste. In total, the area covered with green waste was estimated at approximately 1.5 acres. Merchant Landscape processed the green waste little by little and disposes of it inside the green waste container located onsite, which was then transported offsite for disposal. Tree trunks, branches, mulch, and other vegetation cuttings, as well as trash and debris, were observed scattered throughout the green waste area. One small pile of concrete debris was also noted in the northeastern part of the green waste staging area. The southeastern corner of 8810 Vineyard Avenue is currently vacant.

- **8830 Vineyard Avenue.** The building is currently vacant, having most recently being occupied by Scheu Steel at the southeastern quadrant of the site at 8830 Vineyard Avenue. Among other things, Scheu Steel produced sheet and plate steel products and structural steel members. Related operations inside the Scheu Steel building included plasma and flame cutting, metal forming, shearing, sawing, hole drilling, and hole punching. Related machine tools in the building included six industrial saws, two Cincinnati shear machines, a flame cutting table, a plasma cutting table, four press brakes for shaping sheet material, two hydraulic punch presses, and a plate beveling machine. In addition to machinery, the building featured two small flammables storage cabinets containing spray paints and enamel. Scheu Steel generated small quantities of hazardous waste, including waste oil and waste coolant (cutting fluid). These wastes were stored in 55-gallon drums on a plastic secondary containment pallet. During the March 2019 site visit, there were four drums on the secondary containment pallet, along with four 1-gallon containers of antifreeze/coolant and one container of synthetic oil. Stored next to the 55-gallon drums, without secondary containment, were five gas cans and a car battery. The concrete floor beneath the gas cans was stained with oil. Staining was also observed on the concrete floor beneath several of the machine tools in the building.

  Outside the warehouse along the southern wall of the building is an aboveground storage tank (AST) for propane. Immediately to the west of this propane AST is a small, attached shed that houses tumbling equipment used to deburr machined or cut metal parts. Stored outside along the southwestern corner of the warehouse were gas cylinders and a 1,625-gallon AST for liquid oxygen used for plasma cutting. A drainage pipe was observed to the southwest of the warehouse building and the liquid oxygen AST. According to Scheu Steel, stormwater runoff from that area of the property entered the pipe and flows beneath the railroad tracks, while the remainder of the property generally drains to the east, toward Vineyard Avenue. The property receives run-on from the north-adjoining property at 8810 Vineyard Avenue. In an attempt to deflect this run-on to the east, toward Vineyard Avenue, Scheu Steel built a berm along the north side of the building.

The berm is constructed of broken and crushed concrete reportedly obtained from the previously residential property to the north (8810 Vineyard Avenue). Also located along the northern wall of the building were hoppers for collecting dust and particulates generated during metal cutting and machining processes. The area to the south of the building was used for outdoor storage of metal products, scrap metal, and equipment such as forklifts. The Scheu Steel facility also features a small office building trailer to the southeast of the main fabrication building and a surrounding parking lot for clients and employees, which has since been removed. Based on the available historical aerial photographs, the office building was moved onsite in or around 1985.

Immediately to the south of the industrial building formerly occupied by Scheu Steel Supply Company and west of Vineyard Avenue is a cellular tower owned by Pegasus Tower Company, LLC. Scheu Steel used the approximately 2.5-acre area to the west of the warehouse for additional outdoor storage of steel products. Nine empty 55-gallon drums were observed in the northwest corner of this area. The drums were labeled for hydraulic oil, which were used in several of the machine tools in the Scheu Steel building. In addition to metal and empty drum storage, multiple stockpiles of material were observed in the southern portion of this area. Scheu Steel stated that the stockpiled material is asphalt grindings from adjacent street work and that it was periodically used to repair erosion damage and fill in low spots where surface water might otherwise pond. The material is also spread on the unpaved roads at the property for dust suppression. The Phase I ESA estimated approximately 750 cubic yards of the asphalt grindings material stockpiled at the Project site.

Asbestos and Lead-Based Paint

An asbestos and LBP survey was conducted in May 2019 for the Project site. A building material is considered to be asbestos-containing material (ACM) if at least one sample collected from the homogenous material shows asbestos present in an amount greater than one percent (>1%). Materials with less than one percent (<1%) asbestos are not regulated by the U.S. EPA or Federal Occupational Safety and Health Administration (OSHA). However, the California Division of Occupational Safety and Health (DOSH) does regulate materials with greater than one-tenth of one percent (>0.1%) under California Code of Regulations (CCR) Title 8, §1529. These materials are considered asbestos-containing construction materials (ACCM). Asbestos was identified in several of the building materials such as window putty, roof mastic, carpet mastic, and floor tiles. For a complete list of ASM materials found in the buildings on the Project site, refer to the Asbestos and Lead-Based Survey in *Appendix G.*

Similarly, LBP was identified in several of the paints used throughout the buildings. The California Department of Public Health (CDPH) (as defined in Title 17 CCR) and U.S. Department of Housing and Urban Development (HUD) define LBP as paints containing greater than 1.0 mg/cm2, as well as paints containing greater than or equal to 0.5% lead by weight or 5,000 mg/kg or ppm total lead. Paint containing less than these amounts but greater than the limit of detection is generally termed “lead-containing paint” (LCP). LBP and LCP generally do not pose a health risk unless the material is disturbed or sufficiently deteriorated to produce dust, which may be airborne and inhaled or ingested.

Indoor Air Quality

As part of the Phase II Investigation prepared for the Project site, soil vapor samples were conducted in the immediate vicinity of the former UST locations of the former Patrini Shoes and Scheu Steel facilities

to determine if a potential vapor intrusion condition had occurred and poses a threat to human health. Potential indoor air concentrations were tested for the following compounds: MEK, fuel-related volatile organic compounds (VOCs), tetrachloroethylene and trichloroethylene. All soil vapor samples resulted in the tested compounds being well below applicable screening levels.

In addition, a vapor encroachment condition (VEC) can occur from an offsite source migrating beneath a property. According to the Phase I ESA, none of the regional groundwater plumes underlie the Project site, nor are there any nearby sites with documented VOC releases that are likely to have impacted the Project site. As such, it appears unlikely a VEC exists at the Project site.

Other Potential Hazards

Other hazards that have the potential to impact the Project are chemical storage and use; odors; pits, pools and lagoons; polychlorinated biphenyls, wildland fire hazards, airport hazards and hazardous materials transported on nearby roadways. These potential hazards are further discussed below. *Section 4.10, Hydrology and Water Quality* discusses potential hazards related to dam failure and flooding.

Chemical Storage and Use

As described above, the Project site includes the storage and use of liquid oxygen, hydraulic oil, and other POLs, coolant, pesticides/herbicides and gasoline. There were no storage tanks other than the AST for liquid oxygen observed during the Phase I ESA site visit.

Odors

No odors indicative of hazardous materials or petroleum material impacts were detected at the time of the Phase I ESA site visit.

Pits, Pools, Lagoons

No pits, ponds or lagoons were observed within the Project site at the time of the Phase I ESA site visit.

Polychlorinated Biphenyls

No polychlorinated biphenyls (PCB)-containing materials, including transformers, were observed within the Project site during the Phase I ESA site visit.

Wildland Fire Hazards

Wildfires are large-scale brush and grass fires in undeveloped areas. Wildfires are often caused by human activities, such as equipment use and smoking, and can result in loss of valuable wildlife habitat, soil erosion, and damage to life and property. The level of wildland fire risk is determined by a number of factors, including:

- Frequency of critical fire weather;
- Percentage of slope;
- Existing fuel (vegetation, ground cover, building materials);
- Adequacy of access to fire suppression services; and
- Water supply and water pressure.

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped the relative wildfire risk in areas of large population by intersecting residential housing density with proximate fire threat according to three risk levels, namely Moderate, High, and Very High. These risk levels are determined based on vegetation density, adjacent wildland Fire Hazard Severity Zone (FHSZ) scores and distance from wildland area. Each area of the map gets a score for flame length, embers and the likelihood of the area burning. The City of Rancho Cucamonga is categorized as a Local Responsibility Area by CAL FIRE. The Project site is mapped as a non-very high FHSZ.[1] There are areas within the City mapped as very high FHSZ; however, they occur in the northern portion of the City adjacent to National Forest land. The Project site is located in the southwestern portion of the City.

Airport Proximity

There are no private or public airport facilities within close proximity of the Project site. The nearest airport to the Project site is the LA/Ontario International Airport, located approximately 2.1 miles to the south.

The LA/Ontario International Airport is owned and operated by Ontario International Airport Authority, a Joint Powers Authority governed under an agreement with the City of Ontario and San Bernardino County. Located within the City of Ontario, the LA/Ontario International Airport is a publicly owned commercial service airport. The LA/Ontario International Airport has two runways and provides services to passenger and cargo airlines.

As identified in the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) adopted in 2011, the entire Project area is within the Airport Influence Area (AIA). As shown in *Exhibit 4.9-1, Airspace Protection Areas,* the northern portion of the Project site is within the FAA Obstruction Surfaces Area, which, per Federal Aviation Regulations Part 77 (FAR Part 77), Subpart B, requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) for a distance of 20,000 feet from nearest point of any runway. The southern portion of the Project site is within FAA Height Notification Area, which, per FAR Part 77, Subpart C, establishes standards for determining obstructions to air navigation.

ENVIRONMENTAL RECORDS REVIEW

As part of the Phase I ESA, a review of Federal, State, and local regulatory agency databases provided by Environmental Data Resources (EDR) was conducted to evaluate the likelihood of contamination incidents at and near the Project site. The database sources and the search distances are in general accordance with the requirements of ASTM E 1527-13.

On-Site Database Listings

Eight of the ten addresses associated with the Project site *(Table 4.9-3, EDR Results for On-site Parcels)* are listed in one or more of the databases searched by EDR as follows:

[1] CAL FIRE. 2002. Rancho Cucamonga Very High Fire Hazard Severity Zones in LRA. https://osfm.fire.ca.gov/media/5948/rancho_cucamonga.pdf. Accessed on October 23, 2019

Table 4.9-3: EDR Results for On-site Parcels

Address	Company/Individual	Database	Comment
8847 9th Street	Fernando A Rodriguez	HAZNET	Pertain to the disposal of 0.15 tons of waste oil and mixed oil in 2010
		PEST LIC	Pertains to an active license to possess and use pesticides
8729 9TH Street	Unnamed	CHMIRS	Report of damage to a sewer main with an excavator while completing storm drain installation. The incident results in a minor sewage release that was reportedly cleaned up.
8705 & 8725 9th Street	24K Industrial Building	NPDES	Pertains to an NPDES permit for construction activities, with an active date between October 2015 and August 2016
		CIWQS	Pertains to the regulation of discharges from a construction project.
	Summit Development Corporation	HAZNET	Pertains to the disposal of ACMs in 2016
8817 Baker Avenue	Rancho Cucamonga Property	HAZNET	Pertains to the disposal of ACMs in 2016
8803 Baker Avenue	Dennis Myskow	HAZNET	Pertains to the disposal of 0.608 tons of waste oil and mixed oil in 2010
8830 Vineyard Avenue	Formerly Scheu Steel Supply Company	FINDS	Pertains to the regulation of hazardous materials and wastes
		HIST UST	Pertains to two former USTs at the site
		HAZNET	Pertains to the disposal of 0.2 tons of unspecified oil-containing waste in 2016
		San. Bern. Co. Permit	Pertains to the regulation of hazardous materials and wastes generated at the site.
		SWEEPS UST	Pertains to two former USTs at the site
		CA FID UST	Pertains to two former USTs at the site
8855 Baker Avenue	Masco Contractor Services	San. Bern. Co. Permit	Pertains to the regulation of hazardous materials and wastes generated at the site.
	Columbia Ribbon Carbon Mfg Co	RCRA-SQG	Pertains to the regulation of hazardous materials and wastes generated at the site.

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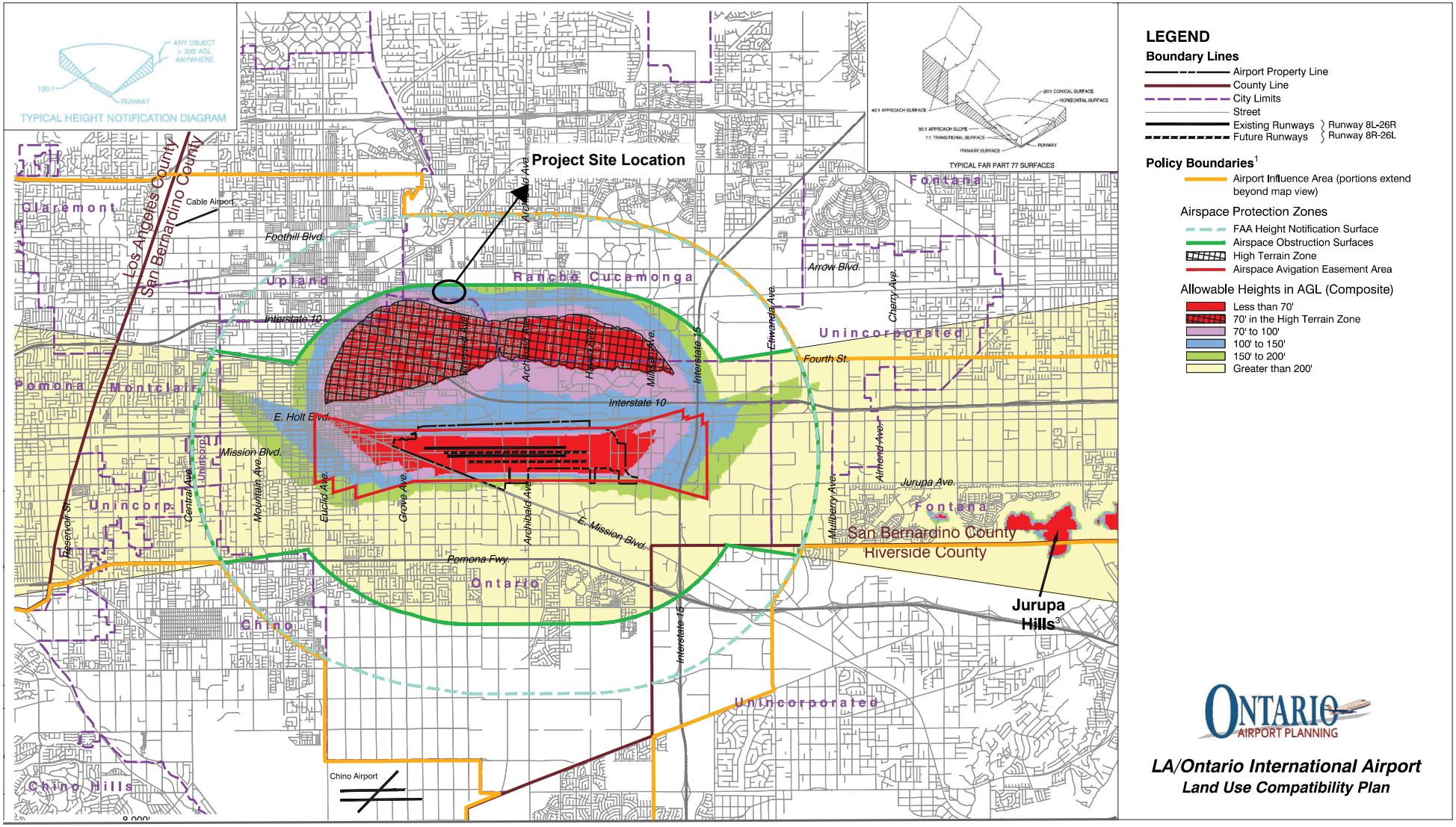

LEGEND

Boundary Lines

- Airport Property Line
- County Line
- City Limits
- Street
- Existing Runways } Runway 8L-26R
- Future Runways } Runway 8R-26L

Policy Boundaries[1]

- Airport Influence Area (portions extend beyond map view)

Airspace Protection Zones

- FAA Height Notification Surface
- Airspace Obstruction Surfaces
- High Terrain Zone
- Airspace Avigation Easement Area

Allowable Heights in AGL (Composite)

- Less than 70'
- 70' in the High Terrain Zone
- 70' to 100'
- 100' to 150'
- 150' to 200'
- Greater than 200'

ONTARIO AIRPORT PLANNING

LA/Ontario International Airport

Land Use Compatibility Plan

Exhibit 4.9-1: Airspace Protection Areas
9th and Vineyard Development Project

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Adjoining Property Database Listings

The Phase I ESA identified five nearby facilities on the database within the ASTM Standard minimum search radii. These nearby facilities are listed below:

- Kennametal located at 8782 Lanyard Court.
- Searing Industries located at 8901 Arrow Route.
- Automotive repair and maintenance shops (9 shops located at 15 addresses) along the north side of East 8th Street.
- Ontario Well #46 located at 1670 East 8th Street.
- Kiro Cars located at East 9th Street (is now closed).

Based on the information reviewed from identified database sites, regional topographic gradient, and the EDR findings, it is unlikely that these four (Kiro Cars now closed and the site is occupied by a Doggie Daycare) nearby facilities would pose an environmental risk to the Project site because there are no indications that releases of hazardous substances have occurred at these facilities that would have impacted the Project site.

City and County Agency File Review

During the preparation of the Phase I ESA, federal, state, and local regulatory agencies were contacted to determine whether they have potentially relevant environmental records pertaining to the Project site, including, in particular, records relating to USTs, ASTs, environmental permits, enforcement orders, reports and correspondence related to site investigation/assessment, soil sampling, monitoring, cleanup/remediation, removal actions, closures, or any records related to conditions in air, soil, surface water, groundwater, or other environmental media. The agencies contacted and Avocet's interactions with them were as follows:

- An online records request form was submitted through the U.S. EPA Freedom of Information Act website (FOIAonline) to U.S. EPA's Region 9 office in San Francisco. On March 21, 2019, the U.S. EPA responded that records may be available online via the U.S. EPA's "MyProperty" website. Avocet searched for the addresses associated with the Project site on the MyProperty website; however, no information was available.
- Written records requests were faxed to the California DTSC offices in Chatsworth, Cypress, and Sacramento. In letters dated March 4, 5, and 6, 2019, these three DTSC offices responded that they have no records responsive to Avocet's request, although the Sacramento office indicated that records may be available on the Hazardous Waste Tracking System (HWTS) managed by DTSC. The records available on HWTS did not, however, reveal information beyond what had already been obtained from other sources.
- A records request form was faxed to the SBCFD followed by a hard copy request and a search fee. Avocet reviewed and selectively scanned the files available at the SBCFD office on March 20, 2019.
- A records request form was faxed to the San Bernardino County DEH, which responded on March 15, 2019 that it has no records pertaining to the site, although some DEH documents were provided by SBCFD.

- A records request form was faxed to the City of Rancho Cucamonga and the Rancho Cucamonga Fire District. The City and the Fire District provided records on March 6 and 13, 2019, respectively.
- A records request was emailed to the Santa Ana Regional Water Quality Control Board (RWQCB), which responded on March 6, 2019 that it has no records pertaining to the Project site.
- The South Coast Air Quality Management District responded to the request submitted online by Avocet on March 13, 2019 with permits for various pieces of equipment used by Scheu Steel.

Division of Oil, Gas and Geothermal Resources Map

According to Division of Oil, Gas and Geothermal Resource (DOGGR) records available online, the Project site is not within or near the administrative boundary of an oil field (DOGGR, March 15, 2019) and there are no active oil or natural gas wells within 1 mile of the Project site. In the early 1920s, the Italian Vineyard Company attempted to drill an exploratory (wildcat) well approximately 2.9 miles to the southeast; within the present-day boundary of Ontario International Airport. However, drilling was difficult and the target depth was never reached. After the drilling derrick was damaged in a storm, the Italian Vineyard Company gave up and abandoned its attempt to install the well (Italian Vineyard Company, February 2, 1928). DOGGR's predecessor acknowledged the abandonment effort and "closed its record" on the abandoned well (California State Mining Bureau, Department of Petroleum and Gas, February 6, 1928). Based on the intervening distance and its hydraulically downgradient location, the abandoned exploratory oil and gas well is not likely to have impacted the subsurface environment beneath the Project site.

Radon Gas

The U.S. EPA recommends avoiding long-term exposure to radon levels greater than 4 picocuries per liter (pCi/L). CDPH maintains indoor radon test result records for California sorted by zip code (CDPH, February 2016). In brief, indoor radon measurements were performed throughout the state, and the percentage of buildings with reported radon levels greater than 4 pCi/L within each zip code was reported, along with the number of buildings tested. All 34 of the buildings tested for radon within the 91730 zip code contained radon at levels less than 4 pCi/L. In addition to the above, the U.S. EPA and the USGS maintain a Map of Radon Zones for the United States, organized by county (U.S. EPA, 2016). According to the map, San Bernardino County is a Radon Zone 2, indicating that radon levels in buildings are expected to be between 2 and 4 pCi/L. EDR indicates that the radon activity on the ground floor of residential structures within San Bernardino County was 2.40 pCi/L, which is less than the U.S. EPA's recommended maximum exposure level. Based on the above, naturally occurring radon is would not be of concern in the vicinity of the Project site.

Environmental Cleanup Liens/Activity and Use Limitations

An environmental lien is a financial instrument that may be used to recover past environmental cleanup costs. Activity and use limitations (AULs) include other environmental encumbrances, such as institutional and engineering controls. Institutional controls (ICs) are legal or regulatory restrictions on a property's use, while engineering controls are physical mechanisms that restrict property access or use.

The Phase I ESA conducted an environmental lien and AUL search for the Project site through EDR. EDR used the addresses associated with the Project site. EDR did not find any environmental liens or AULs related to the parcels searched.

Phase I ESA Conclusions

ASTM Standard Practice E 1527-13 defines a Recognized Environmental Condition (REC) as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A Controlled REC (CREC) is as defined as,"…resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)." A Historical REC (HREC) is defined as, "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)."

No RECs were identified for the Project site. Similarly, Controlled RECs (CREC) were not identified at the Project site. However, the Phase I ESA identified two HRECs at the Project site, as follows:

- HREC 1 – Patrini Shoes Former USTs. Based on the limited information available, Patrini Shoes operated seven 2,000-gallon USTs, six for methyl ethyl ketone (MEK) and one for methyl isobutyl ketone (MIBK), at 8855 Baker Avenue (on-site) from 1980 through February 1990, at which time they were permanently closed by removal with oversight from San Bernardino County Fire Department (SBCFD). The UST appeared intact upon removal and none of the 14 confirmation soil samples, 2 from beneath each UST, contained detectable concentrations of MEK, MIBK, or any other VOCs, although the Reporting Limits (RLs) were somewhat elevated. Although the results of the confirmation soil sample analyses were submitted to the San Bernardino County Department of Environmental Health Services (DEH), it does not appear that a "no further action" letter was ever issued.
- HREC 2 – Scheu Steel Former USTs. Based on the limited information available, Scheu Steel operated two USTs at 8830 Vineyard Avenue (on-site), a 4,000-gallon tank for diesel fuel and a 1,000-gallon tank for gasoline. It is not known when the USTs were installed but they were permanently closed by removal, with oversight from SBCFD, on April 27, 1990. Two confirmation soil samples from beneath the diesel UST were analyzed for total petroleum hydrocarbons (TPH) but none was detected. One confirmation soil sample from beneath the gasoline UST was analyzed for TPH as gasoline (TPH-g) and lead but none was detected. The confirmation soil sample from beneath the gasoline UST was also to have been analyzed for aromatic VOCs; however, the results were not available. It does not appear that a "no further action" letter was ever issued for the two Scheu Steel USTs.

In addition, the Phase I ESA identified seven other environmental conditions/features (OEF) at the Project site; although only five of the seven OEFs are related to a potential hazardous material concern at the Project site. OEFs do not meet the definition of a REC, CREC or HREC but warrant discussion in the context

of redeveloping the Project site. OEFs do not necessarily require any action to address their presence or condition. The five OEFs identified on the Project site, are as follows:

- OEF 3 - Past Agricultural Land Use. The site was used for agriculture from at least as far back as 1938 through the 1980s. Specifically, a majority of the Project site was planted with trees, assumed to have been citrus trees, and the southeastern part of the Project site was later replanted with what may have been grapevines. Pesticides were widely used throughout the United States for much of this agricultural period; however, historical aerial photographs of the Project site do not show any ASTs that might have been used to store or mix pesticides on-site, nor do they show distressed vegetation such as might have resulted from pesticide overuse. If pesticides were used at the Project site and applied in accordance with the manufacturers' recommendations, they should not have significantly impacted near-surface soil in terms of the ongoing presence of residual pesticides and/or related degradation byproducts. Nevertheless, the possible presence of residual pesticides, including arsenic, in near-surface soil at the Project site is considered an OEF.
- OEF 4 – Stockpiled Asphalt Grindings. An estimated 750 cubic yards of asphalt grindings, reportedly from nearby roadwork, is stockpiled on the western portion of the Scheu Steel property at 8830 Vineyard Avenue (on-site). Scheu Steel reportedly uses the material on an as-needed basis to repair erosion damage and for dust suppression. The Phase I ESA notes that asphalt contains oil (TPH) and related organic compounds but would not normally be considered hazardous waste. If it had to be transported offsite, for example because of unsuitable geotechnical properties, the stockpiled material would have to be properly characterized for waste profiling purposes.
- OEF 6 – Petroleum, oil and pesticides (POL) and Pesticide Storage and Use, 8847 East 9th Street (on-site). Merchant Landscape stores and uses POLs in its operations at 8847 East 9th Street and also stores and dispenses pesticides and herbicides. Merchant Landscape does not provide secondary containment for the stored materials, and stains on the concrete floor inside the building suggest that periodic, *de minimis* surface spills have occurred. There are no indications of larger or more significant spills and no stains were observed on the unpaved, exterior surfaces.
- OEF 7 – POL Storage and Use, 8830 Vineyard Avenue (on-site). Scheu Steel uses POLs, including cutting and hydraulic fluid, in its metalworking operations at 8830 Vineyard Avenue. Staining on the concrete floor inside the main fabrication building suggests that periodic, *de minimis* surface spills have occurred. There are no indications of larger or more significant spills and no stains were observed on the unpaved, exterior surfaces.
- OEF 8 – ACMs and LBP. Most of the buildings at the Project site that predate the restrictions on using ACMs and LBP in construction have already been demolished and the associated debris removed. However, the single-family home at 8803 Baker Avenue (on-site), the radio station building at 8729 East 9th Street (on-site), the Merchant Landscape building at 8847 East 9th Street (on-site), the Ecoplast warehouse at 8855 Baker Avenue (on-site), and the Scheu Steel building at 8830 Vineyard Avenue (on-site) all predate these restrictions and are still present.

Subsequent to the preparation of the Phase I ESA, a Phase II Investigation was performed on the Project site to conduct soil sampling for organochlorine pesticides, arsenic, lead, heavy metals, and VOCs and soil vapor samples for VOCs. The Phase II results are as follows:

- Soil samples taken in the vicinity of the Merchant Landscape and Scheu Steel buildings as a result of the storage and use POLs and pesticides appear to be *de minimus*; however, one soil sample collected from Boring B-8, contained a concentration of naphthalene in soil that marginally exceeded the industrial Department of Toxic Substance Control (DTSC) screening level. Additional sampling was conducted around Boring B-8, which indicated that the visible soil impacts at the ground surface appear to be highly localized and likely do not extend beyond the visible staining. In addition, sampling determined that impacted soil is also limited vertically within 2 or 3 feet of the ground surface.
- Soil vapor samples were conducted in the immediate vicinity of the former UST locations of the former Patrini Shoes and Scheu Steel facilities. Potential indoor air concentrations for the tested compounds (MEK, fuel-related VOCs, tetrachloroethylene, and trichloroethylene were well below applicable screening levels.

4.9.3 REGULATORY SETTING

The management of hazardous materials and hazardous wastes is regulated at Federal, State, and local levels, including, among others, through programs administered by the U.S. (U.S. EPA); agencies within the California Environmental Protection Agency (CalEPA), such as the DTSC; Federal and State occupational safety agencies; and the San Bernardino County DEH. Regulations pertaining to flood hazards are discussed in *Section 4.10, Hydrology & Water Quality* and regulations for geologic and soil-related hazards are discussed in *Section 4.7, Geology and Soils*.

At the Federal level, the U.S. EPA is the principal regulatory agency, while at the State level, DTSC is the primary agency governing the storage, transportation, and disposal of hazardous wastes. The Santa Ana RWQCB has jurisdiction over discharges into waters of the State. The Federal OSHA and the State Cal-OSHA regulate many aspects of worker safety.

FEDERAL

Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act

The Federal Toxic Substances Control Act of 1976 and Resource Conservation and Recovery Act (RCRA) established a program administered by the U.S. EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the "cradle to grave" system of regulating hazardous wastes.

Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (U.S. Code Title 42, Chapter 103) provides broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites; provides for liability of persons responsible for releases of hazardous waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enables the revision of the National

Contingency Plan (NCP). The NCP (Title 40, Code of Federal Regulation [CFR], Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and the National Priorities List

The U.S. EPA also maintains the Comprehensive Environmental Response Compensation (CERCLIS) and Liability Information System list. This list contains sites that are either proposed to be or on the National Priorities List (NPL), as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The NPL is a list of the worst hazardous waste sites that have been identified by Superfund. There are no NPL sites on the Project site.

Emergency Planning and Community Right-to-Know Act

The Federal Emergency Planning and Community Right-To-Know Act (EPCRA) was enacted to inform communities and residents of chemical hazards in their area. Businesses are required to report the locations and quantities of chemicals stored on-site to both State and local agencies. EPCRA requires the U.S. EPA to maintain and publish a digital database list of toxic chemical releases and other waste management activities reported by certain industry groups and Federal facilities. This database, known as the Toxic Release Inventory, gives the community more power to hold companies accountable for their chemical management.

Hazardous Materials Transportation Act

The U.S. Department of Transportation (DOT) receives authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act, as amended and codified (49 U.S.C. 5101 et seq.). The DOT is the primary regulatory authority for the interstate transport of hazardous materials and establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and routing).

In California, Section 31303 of the California Vehicle Code states that any hazardous material being moved from one location to another must use the route with the least travel time. This, in practice, means major roads and highways, although secondary roads are permitted to be used for local delivery. These policies are enforced by both the California Highway Patrol and the California Department of Transportation (Caltrans).

Clean Water Act/SPCC Rule

The Clean Water Act (CWA) (33 U.S.C. Section 1251 et seq., formerly the Federal Water Pollution Control Act of 1972), was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). In California, NPDES permitting authority is delegated to, and administered by, the nine RWQCBs. The Project is within the jurisdiction of the Santa Ana RWQCB.

Section 402 of the Clean Water Act authorizes the California SWRCB to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the "General Construction Permit." Construction activities can comply with and be covered under the General Construction Permit provided that they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that would prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation; and
- Perform inspections of all BMPs.

NPDES regulations are administered by the RWQCB. Projects that disturb one or more acres are required to obtain NPDES coverage under the Construction General Permits.

As part of the CWA, the U.S. EPA oversees and enforces the Oil Pollution Prevention regulation contained in Title 40 of the CFR, Part 112 (Title 40 CFR, Part 112), which is often referred to as the "SPCC rule" because the regulations describe the requirements for facilities to prepare, amend, and implement Spill Prevention and Countermeasures (SPCC) Plans. A facility is subject to SPCC regulations if a single oil (or gasoline, or diesel fuel) storage tank has a capacity greater than 660 gallons, the total above ground oil storage capacity exceeds 1,320 gallons, or the underground oil storage capacity exceeds 42,000 gallons, and if, due to its location, the facility could reasonably be expected to discharge oil into or upon the "Navigable Waters" of the United States.

Occupational Safety and Health Administration (OSHA)

Congress passed the Occupational and Safety Health Act to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. To establish standards for workplace health and safety, OSHA also created the National Institute for Occupational Safety and Health as the research institution for OSHA. The Administration is a division of the U.S. Department of Labor that oversees the administration of OSHA and enforces standards in all states. OSHA standards are listed in Title 29 CFR Part 1910.

OSHA's Hazardous Waste Operations and Emergency Response Standard apply to five groups of employers and their employees. This includes any employees who are exposed or potentially exposed to hazardous substances (including hazardous waste) and who are engaged in clean-up operations; corrective actions; voluntary clean-up operations; operations involving hazardous wastes at treatment, storage, and disposal facilities; and emergency response operations.

Federal Aviation Regulation Part 77

Part 77 of the Federal Aviation Regulations (FAR, Title 14 of the *Code of Federal Regulations*) addresses objects affecting navigable airspace. This regulation requires that the Federal Aviation Administration (FAA) be notified of any project that may encroach upon established navigable airspace. Once notified,

the FAA is responsible for reviewing site and building plans to determine the effects of proposed construction on air navigation. Measures are then identified to ensure the continued safety of air navigation. The southern section of the City of Rancho Cucamonga, which includes the Project site, is within the area subject to FAA notification and development review due to the City's proximity to the LA/Ontario International Airport.

STATE

California Environmental Protection Agency

CalEPA has jurisdiction over hazardous materials and wastes at the State level. DTSC is the department of CalEPA responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. DTSC regulates hazardous waste in California primarily under the authority of the Federal RCRA and the California Health and Safety Code (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by the U.S. EPA are called "non-RCRA hazardous wastes." Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code §65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by the State Water Resources Control Board (SWRCB) as having underground storage tank leaks and have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

Enforcement of directives from DTSC is handled at the local level, in this case the San Bernardino County DEH. The RWQCB also has the authority to implement regulations regarding the management of soil and groundwater investigation.

California Department of Forestry and Fire Protection (CAL FIRE)

CAL FIRE has mapped fire threat potential throughout California. CAL FIRE ranks fire threats based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threat.

California Fire Code

California Code of Regulations, Title 24, also known as the California Building Standards Code, contains the California Fire Code (CFC), included as Title 24, Part 9. The CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The California Health and Safety Code, Division 20, Chapter 6.95, known as the Hazardous Materials Release Response Plans and Inventory Act or the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Businesses must submit this information to the County DEH. The Environmental Health Division verifies the information and provides it to agencies responsible for protection of public health

and safety and the environment. Business Plans are required to include emergency response plans and procedures in the event of a reportable release or threatened release of hazardous materials, including, but not limited to, all of the following:

- Immediate notification to the administering agency and to the appropriate local emergency rescue personnel.
- Procedures for the mitigation of a release or threatened release to minimize any potential harm or damage to persons, property, or the environment.
- Evacuation plans and procedures, including immediate notice, for the business site.

Business Plans are also required to include training for all new employees, and annual training, including refresher courses, for all employees in safety procedures in the event of a release or threatened release of hazardous material.

Hazardous Waste Control Act

The Hazardous Waste Control Act created the State hazardous waste management program, which is similar to but more stringent than the Federal RCRA program. The act is implemented by regulations contained in Title 26 of the CCR, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the DTSC.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) required the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a Certified Unified Program Agency (CUPA). The Program Elements consolidated under the Unified Program are Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs (a.k.a. Tiered Permitting); Aboveground Petroleum Storage Tank SPCC; Hazardous Materials Release Response Plans and Inventory Program (a.k.a. Hazardous Materials Disclosure or "Community-Right-To-Know"); California Accidental Release Prevention Program (Cal ARP); Underground Storage Tank (UST) Program; and Uniform Fire Code Plans and Inventory Requirements.

The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency, which implements one or more Program Elements in coordination with the CUPA. The Project site is located within San Bernardino County. The CUPA designated for San Bernardino County is the Hazardous Materials Division of the San Bernardino County Fire Department.

Department of Toxic Substance Control (DTSC)

DTSC is a department of CalEPA and is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of the Federal RCRA and the California Health and Safety Code (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by the SWRCB as having UST leaks and have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

California Office of Emergency Services (OES)

To protect the public health and safety and the environment, the California OES is responsible for establishing and managing statewide standards for business and area plans relating to the handling and release or threatened release of hazardous materials. Basic information on hazardous materials handled, used, stored, or disposed of (including location, type, quantity, and the health risks) needs to be available to firefighters, public safety officers, and regulatory agencies. The information must be included in these institutions' business plans to prevent or mitigate the damage to the health and safety of persons and the environment from the release or threatened release of these materials into the workplace and environment.

These regulations are covered under Chapter 6.95 of the California Health and Safety Code Article 1 – Hazardous Materials Release Response and Inventory Program (Sections 25500 to 25520) and Article 2 – Hazardous Materials Management (Sections 25531 to 25543.3). CCR Title 19, Public Safety, Division 2, Office of Emergency Services, Chapter 4 – Hazardous Material Release Reporting, Inventory, and Response Plans, Article 4 (Minimum Standards for Business Plans) establishes minimum statewide standards for Hazardous Materials Business Plans (HMBP). These plans shall include the following: (1) a hazardous material inventory in accordance with Sections 2729.2 to 2729.7; (2) emergency response plans and procedures in accordance with Section 2731; and (3) training program information in accordance with Section 2732. Business plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state. Each business shall prepare a HMBP if that business uses, handles, or stores a hazardous material or an extremely hazardous material in quantities greater than or equal to the following: 500 pounds of a solid substance, 55 gallons of a liquid, 200 cubic feet of compressed gas, a hazardous compressed gas in any amount, or hazardous waste in any quantity.

California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than Federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR Sections 337-340). The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings.

In addition, Cal/OSHA regulates medical/infectious waste, including management of sharps, requirements for containers that hold or store medical/infectious waste, labeling of medical/infectious waste bags/containers, and employee training.

California Department of Public Health

California's medical waste disposal regulations are overseen by the CDPH, Environmental Management Branch. The Medical Waste Management Program within the Environmental Management Branch regulates the generation, handling, storage, treatment, and disposal of medical waste. The Medical Waste Management Program also implements the large quantity generator inspector inspection program. A large quantity generator is a medical waste generator that generates more than 200 pounds of medical waste per month in any month of a 12-month period. A small quantity generator is a medical waste generator that generates less than 200 pounds per month of medical waste. Small quantity generators are subject to all of the requirements under Chapter 4 of the Medical Waste Management Act, Health and Safety Code Sections 117915 through 117946. Medical waste must be picked up by a registered medical waste hauler or if appropriate sent for treatment through a mail-back program.

REGIONAL

LA/Ontario International Airport Land Use Compatibility Plan

In accordance with Section 65302.3 of the *California Government Code,* General Plans must be consistent with the policies set forth in an airport land use compatibility plan. As required, with the adoption of the 2012 Development Code update, by approval of Ordinance No. 855 in 2012, the City of Rancho Cucamonga adopted development standards to require that future development in the Industrial Zones (Section 17.36.040.D.2) be consistent with the ONT ALUCP, which was adopted by the Ontario City Council on April 19, 2011. The basic function of the ONT ALUCP is to promote compatibility between Ontario International Airport and the land uses that surround it. As required by State law, the ONT ALUCP provides guidance to affected local jurisdictions with regard to land use compatibility matters involving the airport. The geographic scope for the ONT ALUCP is the Airport Influence Area (AIA), the area in which current or future airport-related noise, safety, airspace protection, and/or overflight factors may affect land uses or impose restrictions on those uses. The AIA includes portions of the counties of Los Angeles, Riverside, and San Bernardino, and various cities, including Rancho Cucamonga (Ontario 2015). The Project site, in its entirety, is within the AIA established by the ONT ALUCP.

The ONT ALUCP includes compatibility criteria, which provides the foundation for compatibility policies. Affected agencies use the compatibility policies and criteria to evaluate future airport and land use plans, as well as individual development proposals, for consistency with the ONT ALUCP. The project site is located outside the Safety Zones and Noise Impact Zones but is within the Airspace Protection Zones and Overflight Notification Zones (refer to Figure 4.9-1, Airspace Protection Areas, which presents Map 2-4 of the ONT ALUCP).

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Project relevant General Plan policies for hazards and hazardous materials are addressed below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below.

Goal S-6 Human Caused Hazards. A community with minimal risk from airport hazards and hazardous materials.

Policy S-6.1 Planned Development. Promote development patterns that integrate Crime Prevention Through Environmental Design (CPTED) principles that reduce the potential for human-caused hazards.

Policy S-6.2 Neighboring Properties. Encourage properties that store, generate, or dispose of hazardous materials to locate such operations as far away as possible from areas of neighboring properties where people congregate.

Policy S-6.5 Height Restrictions. Require proposed developments within the Ontario Airport Influence Area meet the height requirements associated with FAR Part 77 standards.

Policy S-6.6 Development Near Airport. New development within the Ontario Airport Influence Area shall be consistent with the approved Airspace Protection Zones identified in the latest version of the Airport Land Use Compatibility Plan.

Policy S-6.7 Railroad Safety. Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.

Rancho Cucamonga Fire Prevention District Ready RC Disaster Preparedness Manual

The Rancho Cucamonga Fire Prevention District provides fire and emergency response service to the City of Rancho Cucamonga. The District has adopted "ReadyRC" a disaster preparedness manual. The objective of the ReadyRC is to provide a process for emergency management and response within the City in order to effectively to protect lives, property and the environment during disasters. ReadyRC includes several preparedness and training programs designed to help residents and businesses prepare, respond and recover from a disaster. The ReadyRC manual also includes evacuation route maps and shelter information.

Rancho Cucamonga Fire Protection District Strategic Plan

The 2005 Rancho Cucamonga Fire Protection District Strategic Plan (Fire Protection Strategic Plan) provides recommendations for appropriate levels of fire protection and emergency services in the City. The Fire Protection Strategic Plan determined that the most significant fire threat to Rancho Cucamonga continues to be the many miles of Wildland Urban Interface 1 in the northern end of the City. The Fire Protection Strategic Plan proposed that the threat from these areas should be addressed through a combination of prevention and suppression strategies including the development of specialized capabilities training and equipment to prepare for and mitigate fires in the wildland urban interface. Other key findings include 1) the development of a Wildfire Community Protection Plan; (2) a definition of the Very High Fire Hazard Severity Zone; (3) continued efforts to assess and identify high-risk areas in the community; (4) development of seasonal programs to communicate the mitigation program goals and objectives to the public; (5) development of fuel modification/brush abatement programs; and (6) a gates and lock access program.

Rancho Cucamonga Fire Code and Fire Protection Plan Requirements

A Fire Protection Plan for all development within hazardous fire areas, including the wildland urban interface, is required by the Board of Directors of the Rancho Cucamonga Fire Protection District. In order

to comply, plans must include mitigation measures consistent with the specific problems resulting from the topography, location, flammable vegetation, geology, and climate of the proposed development site. Fire Protection Plans must also address fire protection systems and equipment, water supply, access, defensible space, ignition fire resistance, and vegetation management. Maintenance requirements for outdoor fireplaces, permanent barbeques and grills, incinerators, and defensible space fuel modification areas are required for new developments.

Rancho Cucamonga Local Hazard Mitigation Plan

The Rancho Cucamonga 2013 Local Hazard Mitigation Plan (LHMP) evaluates the natural and manmade hazards that could potentially affect the City and its inhabitants. The LHMP identifies strategies and actions intended to minimize potential hazards that could result from potential projects. The LHMP was created in conjunction with City of Rancho Cucamonga General Plan (Rancho Cucamonga GP) and is considered an extension of that document; adopted by resolution. Potential hazards evaluated by the LHMP include hazards resulting from earthquake, flooding, wildfires, high/straight-line winds, and terrorism. The LHMP, consistent with the ALUCP findings, determined that the entire Project area is within the AIA; the northern portion of the Project site is within the FAA Obstruction Surfaces Area and the southern portion of the Project site is within FAA Height Notification Area.

City of Rancho Cucamonga Fire Code

The 2016 California Fire Code sets forth requirements including those for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City of Rancho Cucamonga adopted the 2016 California Fire Code with certain amendments, additions, and deletions, as Chapters 15.12, 15.14, 15.16, 15.20, 15.24, and 15.26 of the Rancho Cucamonga Municipal Code.

City of Rancho Cucamonga Development Code

Section 17.66.040, Hazardous Materials, of the City of Rancho Cucamonga Development Code, provides standards to ensure that the use, handling, storage, and transportation of hazardous materials comply with all applicable State laws (including but not limited to, §65850.2 of the California Government Code and §25505 et seq. of the California Health and Safety Code) and that appropriate information is reported to the Rancho Cucamonga Fire District, as the regulatory authority. This section of the Development Code includes reporting requirements; standards regarding underground and aboveground storage of hazardous materials; and standards for new development. Most relevant to the Project, businesses required by State law to prepare Hazardous Materials Release Response Plans and Hazardous Materials Inventory Statements shall, upon request, submit copies of these plans, including any revisions, to the Fire District.

4.9.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for hazards and hazardous materials were derived from the Environmental Checklist in the State CEQA Guidelines in Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria.

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

METHODOLOGY AND ASSUMPTIONS

The Project and associated Project Design Features are evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning hazards and hazardous materials. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures (MMs) are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts from hazards and hazardous materials examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: *Avocet Environmental, Inc., 9th Street & Vineyard Avenue Assemblage Rancho Cucamonga, California Phase I Environmental Site Assessment, (2019), Avocet Environmental, Inc., SWC 9th Street & Vineyard Avenue Rancho Cucamonga, California Phase II Investigation (2019) and ATC Group Services, LLC., Asbestos and Lead Demolition/Renovation Survey Report for 6 Buildings 9th Street and Vineyard Avenue, Rancho Cucamonga, California (2019),* review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects from hazards and hazardous materials considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

PROJECT DESIGN FEATURES

- The Project site includes three warehousing uses which would use hazardous materials and substances including cleaners, paints, solvents, and fertilizers and pesticides for site landscaping in limited quantities. The Project does not propose uses typically associated with hazards and hazardous materials, such as industrial, raw materials processing and storage, and manufacturing on the Project site.

4.9.5 PROJECT IMPACTS AND MITIGATION

Impact 4.9-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Level of Significance: Less than Significant with Mitigation Incorporated.

CONSTRUCTION

The Project consists of the construction of three warehouse buildings and associated infrastructure improvements and restoration of a historically significant structure. Construction of the Project would involve the transport, use, and disposal of hazardous materials on-site and off-site, which include fuels, paints, mechanical fluids, and solvents, but would not be present in such a quantity or used in such a manner that would pose a significant hazard to the public. Disposal of any hazardous materials associated with the demolition of any onsite structures as well as the selective demolition and restoration of the historic structure would be subject to applicable Federal, state, and local requirements for the disposal of such materials. In addition, should a spill or other hazardous materials incident occur, construction staff are well versed in how to handle such a situation, including containment and who to contact if such a situation occurs. Material Safety Data Sheets(would also be posted on-site to provides workers and emergency responders with procedures for handling hazardous materials safely, including information for fire suppression, toxicity/ first aid, storage/ disposal, and spill handling.

As discussed previously, the Phase I ESA identified two HRECs and five potential hazardous OEFs associated with the Project site. Subsequently, a Phase II investigation was conducted to evaluate the potential for soil or groundwater contamination in association with the HRECs and OEFs on the Project site. The Phase II investigation did not result in soil impairments associated with the past and present use of the Project site. The Phase I ESA also described existing structures (some occupied and others vacant) and associated materials on the Project site. Prior to construction, these materials would need to be removed of and disposed of in accordance with all applicable federal and state regulations.

The routine transport, use, and disposal of hazardous materials can result in hazards to people and the environment, due to the potential for accidental release. Such hazards are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, waste disposal, and hazardous material storage and distribution facilities. At full buildout, the Project would consist of three warehouse buildings and the historic structure would be donated to the City to be used as a community facility. As previously mentioned, this land use is not expected to use significant quantities of hazardous materials or to generate significant quantities of hazardous materials requiring transport. The routine transport, use, and disposal of these materials must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory

framework would ensure Project construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction.

OPERATIONS

The Project consists of three (3) industrial warehouse facilities and is not anticipated to result in releases of hazardous materials into the environment. The proposed buildings would be expected to use limited hazardous materials and substances which would include cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. The Project would not create a significant impact through the transport, use, or disposal of hazardous materials since the facilities are required to comply with all applicable Federal, State, and regional regulations which are intended to avoid impacts to the public and environment. These regulations ensure that hazardous materials/waste users, generators and transporters provide operational safety and measures to reduce threats to public health and safety.

Although not anticipated, if a facility is proposed that has a threshold quantity of a regulated substance greater than as specified by the applicable health and safety code, then Mitigation Measure HAZ-1 described below would be triggered and require preparation and implementation of a Hazardous Materials Risk Management Plan for that facility. With implementation of MM HAZ-1 (if applicable) and compliance with all applicable Federal, State, and regional regulations regarding hazardous material generation and usage on the site, potential impacts related to transport, use, or disposal of hazardous materials would be reduced to less than significant levels.

MITIGATION MEASURE

MM HAZ-1 If a proposed use at the Project has a threshold quantity of a regulated substance greater than as specified by the applicable health and safety code, the user shall prepare and implement a Hazardous Materials Risk Management Plan for facilities that store, handle, or use regulated substances as defined in the California Health and Safety Code 25532 (j) in excess of threshold quantities. This plan shall be reviewed and approved by the San Bernardino County Department of Environmental Health through the Certified Unified Program Agencies (CUPA) process prior to implementation as required by the California Accidental Release Prevention Program.

Impact 4.9-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Level of Significance: Less than Significant with Mitigation Incorporated.

CONSTRUCTION

The Phase I ESA investigation included a review of local, State, and Federal environmental record sources, standard historical sources, aerial photographs, fire insurance maps and physical setting sources, a reconnaissance of the Project site to review use and current conditions and to check for the storage, use, production or disposal of hazardous or potentially hazardous materials, and interviews with persons and agencies knowledgeable about current and past site use. The Phase I ESA identified two HRECs and five potential hazardous OEFs associated with the Project site. Subsequently, a Phase II investigation was conducted to evaluate the potential for soil or groundwater contamination in association with the HRECs

and OEFs on the Project site. The Phase II investigation did not result in soil impairments associated with the past and present use of the Project site.

In addition, an asbestos and LBP survey was conducted in May 2019 for the Project site. Asbestos was identified in the several of the building materials such as window putty, roof mastic, carpet mastic, and floor tiles. Similarly, LBP was identified in several of the paints used throughout the buildings. Demolition of the on-site buildings has the potential to cause airborne asbestos and LBP concentrations that would exceed Federal and State thresholds and may pose an exposure risk for construction workers. Therefore, asbestos and LBP building materials are required to be removed or stabilized prior to demolition. With implementation of Mitigation Measure HAZ-2 and compliance with all applicable Federal, State, and regional regulations regarding asbestos and LBP removal, impacts from potentially significant hazards to the public during construction would be less than significant.

OPERATIONS

Project operations would involve typical hazardous materials/chemicals associated with warehousing uses such cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. As discussed in Impact 4.9-1 above, any routine transport, use, and disposal of these materials during Project operations must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Furthermore, hazardous materials/chemicals such as cleaners, paints, solvents and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. Therefore, impacts from potentially significant hazards to the public during operations would be less than significant.

MITIGATION MEASURE

MM HAZ-2 Prior to issuance of a demolition permit of the on-site structures, all asbestos and LBP containing building materials shall be removed or stabilized in accordance with applicable Federal and State regulations.

Impact 4.9-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Level of Significance: Less than Significant with Mitigation Incorporated.

CONSTRUCTION

Schools within one-quarter mile of the Project site include: Children's Montessori School Preschool and Daycare Center, located approximately 140 feet northwest of the Project site, on the northwest corner of Baker Avenue and Bowen Street; Chabad of the Inland Empire, located approximately 200 feet north of the Project site, near the northeast corner of Baker Avenue and Bowen Street; San Antonio Christian School, located approximately 375 south of the Project site on 8th Street; Los Amigos Elementary School is located approximately 410 feet northwest of the Project site, on the northwest corner of 9th Street and Baker Avenue.

Construction of the Project would involve the transport, use, and disposal of hazardous materials on-site and off-site, which include fuels, paints, mechanical fluids, and solvents, but would not be present in such a quantity or used in such a manner that would pose a significant hazard to nearby schools. The routine

transport, use, and disposal of hazardous materials must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure Project construction would not create a significant hazard to nearby schools.

However, to minimize potential impacts associated with the accidental release of hazardous materials (known or unknown) into the environment during construction, Mitigation Measures HAZ-1 and HAZ-2 described above would be implemented. With implementation of these mitigation measures, impacts associated with the accidental release of hazardous materials during construction would be reduced to a less than significant level with mitigation incorporated.

OPERATIONS

The Project does not propose any industrial uses which could generate hazardous emissions or involve the handling of hazardous materials, substances, or waste in significant quantities that would have an impact to surrounding schools. The types of hazardous materials that would be routinely handled would be limited to cleaners, paints, solvents, and fertilizers and pesticides for site landscaping.

However, to minimize potential impacts associated with the accidental release of hazardous materials (known or unknown) into the environment during operations, Mitigation Measure HAZ-1 described above would be implemented. With implementation of this mitigation measure, impacts associated with the accidental release of hazardous materials during operations would be reduced to a less than significant level with mitigation incorporated.

MITIGATION MEASURES

Implementation of Mitigation Measures HAZ-1 and HAZ-2 would be implemented to reduce impacts associated with the accidental release of hazardous materials to less than significant.

Impact 4.9-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Level of Significance: Less than Significant with Mitigation Incorporated.

CONSTRUCTION AND OPERATIONS

The Project site is not included on the hazardous sites list compiled pursuant to California Government Code §65962.5.[2] The Phase I ESA indicated there were two HRECs (as defined by ASTM Practice E 1527-13) and five potential hazardous OEFs identified in association with the Project site that required additional investigation. Therefore, a Phase II Investigation was conducted, which concluded pollutant concentrations found in soil associated with the HRECs and OEFs were below applicable screening levels with the exception of one sample (Boring B-8) located outside of the Merchant Landscape building. Boring B-8 contained a concentration of naphthalene that marginally exceeded the industrial DTSC screening level. As a result, further sampling was conducted around Boring B-8, which determined that soil impacts are highly localized and do not extend beyond the visible staining at Boring B-8. As such, soil in the immediate vicinity of Boring B-8 would be segregated during the Project construction, sampled for

[2] California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at: https://dtsc.ca.gov/dtscs-cortese-list/. Accessed: October 28, 2019.

profiling purposes and transported offsite to an appropriate disposal facility. With implementation of Mitigation Measure HAZ-3, no significant adverse impacts relative to hazardous materials sites would occur with Project implementation.

MITIGATION MEASURE

MM HAZ-3 Prior to issuance of a grading permit, soil in the immediate vicinity (as defined in the Phase II Investigation prepared for the Project site) of Boring B-8 would be segregated during the Project construction, sampled for profiling purposes and transported off-site to an appropriate disposal facility in accordance with applicable Federal and State regulations.

Impact 4.9-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Level of Significance: Less than Significant with Mitigation Incorporated.

CONSTRUCTION AND OPERATIONS

The LA/Ontario International Airport is located approximately 2.1 miles south of the Project site, which is just outside the 2-mile requirement but is still within the AIA established by the ONT ALUCP per Maps 2-4 and 2-5 of the ONT ALUCP and specifically within the Airspace Protection Zone and the Overflight notification Zone.

The Project site is in the following policy boundaries in the Airspace Protection Zone: FAA Height Notification Surface, and Airspace Obstruction Surfaces. As discussed above, the entire Project area is within AIA; the northern portion of the Project site is within the FAA Obstruction Surfaces Area, which, per Subpart B of FAR Part 77, requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) for a distance of 20,000 feet from nearest point of any runway. The southern portion of the Project site is within FAA Height Notification Area, which, per FAR Part 77, Subpart C, establishes standards for determining obstructions to air navigation.

Building heights for the Project would range from 39'-0" to 49'-6". Based on the FAR Part 77 criteria, these heights are not anticipated to encroach into FAR Part 77 airspace and are below the City's 75-foot height limit. However, per Mitigation Measure HAZ-4, prior to issuance of a building permit or 45 days to commencement of construction, the applicant must notify the FAA Regional office using Form 7460-1, Notice of Proposed Construction or Alteration. The Project would comply with all applicable federal, state and local requirements, including the FAR Part 77 requirements. With implementation of Mitigation Measure HAZ-4, impacts associated with an airport or airport land use plan would be less than significant.

MITIGATION MEASURE

MM HAZ-4 Prior to issuance of a building permit or 45 days to commencement of construction, the applicant shall comply with all applicable FAA noticing requirements in accordance with LA/Ontario International Airport Land Use Compatibility Plan, Appendix B – Federal Aviation Regulations Part 77.

Impact 4.9-6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The Project would not impair or physically interfere with an adopted emergency response or evacuation plan. The ReadyRC disaster preparedness manual was adopted by the Rancho Cucamonga Fire Prevention District to provide a process for emergency management and response with the City. The manual identifies evacuation routes, emergency facilities, and shelter information. No revisions to the adopted ReadyRC disaster preparedness manual would be required as a result of the Project. Further, as identified in the LHMP, the City maintains an Emergency Operations Plan which is updated by the City's Emergency Management Program. The Project would not modify or impede existing emergency routes. Primary access to all major roads would be maintained during construction and operation of the Project.

The City's Development Impact Fee Program also makes certain required facilities for new development are adequately funded and costs are distributed to the various types of development in the form of development impact fees paid by project applicants. Compliance with the Rancho Cucamonga GP and participation in the City's Impact Fee Program, would reduce the potential impacts associated with interference with an adopted emergency response plan or emergency evacuation plan to less than significant.

MITIGATION MEASURE

No mitigation is required.

Impact 4.9-7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The City of Rancho Cucamonga is categorized as a Local Responsibility Area by CAL FIRE. The Project site is not mapped as a very high FHSZ[3]. The Project site is located within the City limit and surrounded by developed land. Although the Project site is not located in a "Very High" FHSZ, the City, in conjunction with the Rancho Cucamonga Fire District reviews all building plans for compliance with the California Building Code, state and local statutes, ordinances, and regulations relating to the prevention of fire, the storage of hazardous materials, and the protection of life and property against fire, explosion, and exposure to hazardous materials. Adherence to regulations already in place through the development application and review process at the City would reduce the potential impacts associated with fire hazards as a result of adjacent wildlands to less than significant.

MITIGATION MEASURE

No mitigation is required.

[3] https://osfm.fire.ca.gov/media/5948/rancho_cucamonga.pdf. Accessed on October 23, 2019

4.9.6 CUMULATIVE IMPACTS

For purposes of hazards and hazardous materials, cumulative impacts are considered for projects located within Rancho Cucamonga; see *Table 4-1, Cumulative Projects List*. As discussed above, all Project impacts from hazards and hazardous materials would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards, in addition to Project Design Features, and implementation of EIR mitigation measures. *Section 4.10, Hydrology and Water Quality* discusses potential hazards related to dam failure and flooding. Impacts from wildfire are discussed in more detail in *Section 4.19, Wildfire Hazards*.

Impacts associated with hazardous materials are often site-specific and localized. The Draft EIR evaluates environmental hazards in connection with the Project site and surrounding area. Regarding the off-site environmental hazards, the database search documents the findings of various governmental database searches regarding properties with known or suspected releases of hazardous materials within a search radius of up to one mile from the site and serves as the basis for defining the cumulative impacts study area.

All of the existing buildings/structures on the Project site are now vacant. The Phase I ESA prepared for the site indicated there were two HRECs (as defined by ASTM Practice E 1527-13) and five potential hazardous OEFs identified in association with the Project site that required additional investigation. Therefore, a Phase II Investigation was conducted, which concluded pollutant concentrations found in soil associated with the HRECs and OEFs were below applicable screening levels with the exception of one sample (Boring B-8) located outside of the Merchant Landscape building. Boring B-8 contained a concentration of naphthalene that marginally exceeded the industrial DTSC screening level. As a result, further sampling was conducted around Boring B-8, which determined that soil impacts are highly localized and do not extend beyond the visible staining at Boring B-8. As such, soil in the immediate vicinity of Boring B-8 would be segregated during the Project construction, sampled for profiling purposes and transported offsite to an appropriate disposal facility.

Adjacent properties are listed in the database record searches and include facilities immediately to the north of the site (Kennametal, Roland's Floral Supply Inc., Vineyard West Mini Storage), nine automotive repair and maintenance shops immediately south of the site, and Kiro Cars located to the east of the site. None of these facilities are listed on databases that are indicative of a hazardous substance release.

Cumulative impacts related to hazards and hazardous materials would result from projects that combine to increase exposure to hazards and hazardous materials. The potential for cumulative impacts to occur is limited since the impacts from hazardous materials use on site are site specific. Although some of the cumulative projects and other future projects associated with buildout of the surrounding communities (Table 4.0-1) also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site specific. It is expected that future development within the area would comply with all federal, state, and local statutes and regulations applicable to hazardous materials. As such, the Project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

Additionally, the incremental effects of the Project related to aviation hazards are defined as the Airport Influence Area for the LA/Ontario International Airport, as established in the ONT ALUCP (Ontario 2011). As discussed, the Project would be implemented in compliance with the ONT ALUCP and therefore would

result in a less than significant impact related to aviation hazards. Therefore, the Project would not contribute to any potential significant cumulative impacts related to aviation hazards.

4.9.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable hazards or hazardous material impacts have been identified.

4.9.8 REFERENCES

Avocet Environmental, Inc. (2019). *Phase I Environmental Site Assessment.* Rancho Cucamonga, CA: Avocet Environmental, Inc.

Avocet Environmental, Inc. (2019). *Phase II Investigation, SWC 9th Street & Vineyard Avenue, Rancho Cucamonga, California 91761.*Rancho Cucamonga, CA: Avocet Environmental, Inc.

ATC Group Services LLC (2019). *Asbestos and Lead Demolition/Renovation Survey Report for 6 Buildings, 9th Street and Vineyard Avenue, Rancho Cucamonga, California 91730.* Rancho Cucamonga, CA: ATC Group Services LLC

City of Ontario, 2015 (2011). Airport Land Use Compatibility Plan. Ontario, CA: http://www.ont-iac.org/compatibilityplan.html.

City of Ontario, 2011 (December, adopted). *LA/Ontario International Airport Land Use Compatibility Plan*. Ontario, CA: the City.

City of Rancho Cucamonga. (2021). *PlanRC, Rancho Cucamonga General Plan Update*. Rancho Cucamonga, CA: City of Rancho Cucamonga.

City of Rancho Cucamonga, *Rancho Cucamonga Development Code* (Chapter 17 of the City's Municipal Code). Accessed December 10, 2019. Rancho Cucamonga, CA: http://qcode.us/codes/ranchocucamonga/view.php?topic=17&frames=on

Ontario International Airport Authority, 2019 (Accessed December 9, 2019). Airport Authority: https://www.flyontario.com/corporate/airport-authority

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the hydrologic resources available to the 9th and Vineyard Development Project (Project) while assessing the potential impact the Project would have on those resources. Federal, State, Regional, and Local regulations would provide further context regarding the area's hydrologic resources. Impacts in this section are assessed regarding their effects on water quality, groundwater availability, and other hydrological conditions of the area. The analysis also considers the Project's potential effects in flood, tsunami, and seiche zones.

4.10.2 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

Hydrology

The United States is divided into successfully smaller hydrological areas, or units, which are then nested within each other. These regions are labeled from largest to smallest as regions (HUC 2), subregions (HUC 4), basins (HUC 6), subbasins (HUC 8), watersheds (HUC 10), and subwatersheds (HUC 12)[1]. Hydrological unit boundaries of each designation are delineated based on surface features of their geographic locations. The Project would be located within the Santa Ana River, Chino Creek, and Upper Cucamonga Creek watersheds. Each watershed is classified with a Hydrologic Unit Code (HUC) of HUC 8, HUC 10, and HUC 12, respectively.

The Santa Ana subbasin is the largest watershed in Southern California. The subbasin is home to over six million people and covers an approximately 2,700-square mile area of Orange, Riverside, Los Angeles, and San Bernardino counties. The Santa Ana watershed drains into the Santa Ana River, allowing the river to flow 100 miles from the crest of the San Bernardino Mountains to the Pacific Ocean, near Huntington Beach[2]. The Chino Creek watershed is approximately 232 square miles and the Upper Cucamonga Creek Watershed encompasses approximately 57 square miles. The location and boundaries of each watershed boundary is shown in *Exhibit 4.10-1, Watershed Boundaries.*

[1] United States Geological Survey. (2013). *Federal Standards and Procedures for the National Watershed Boundary Dataset (WBD).* Pages 14, and 19. Reston, Virginia: United States Geological Survey

[2] United States Geological Survey. (2016). *California Water Science Center – Santa Ana Basin, National Water Quality Assessment Program: Study Unit Description.* Retrieved from: https://ca.water.usgs.gov/projects/sana_nawqa/env_set.html

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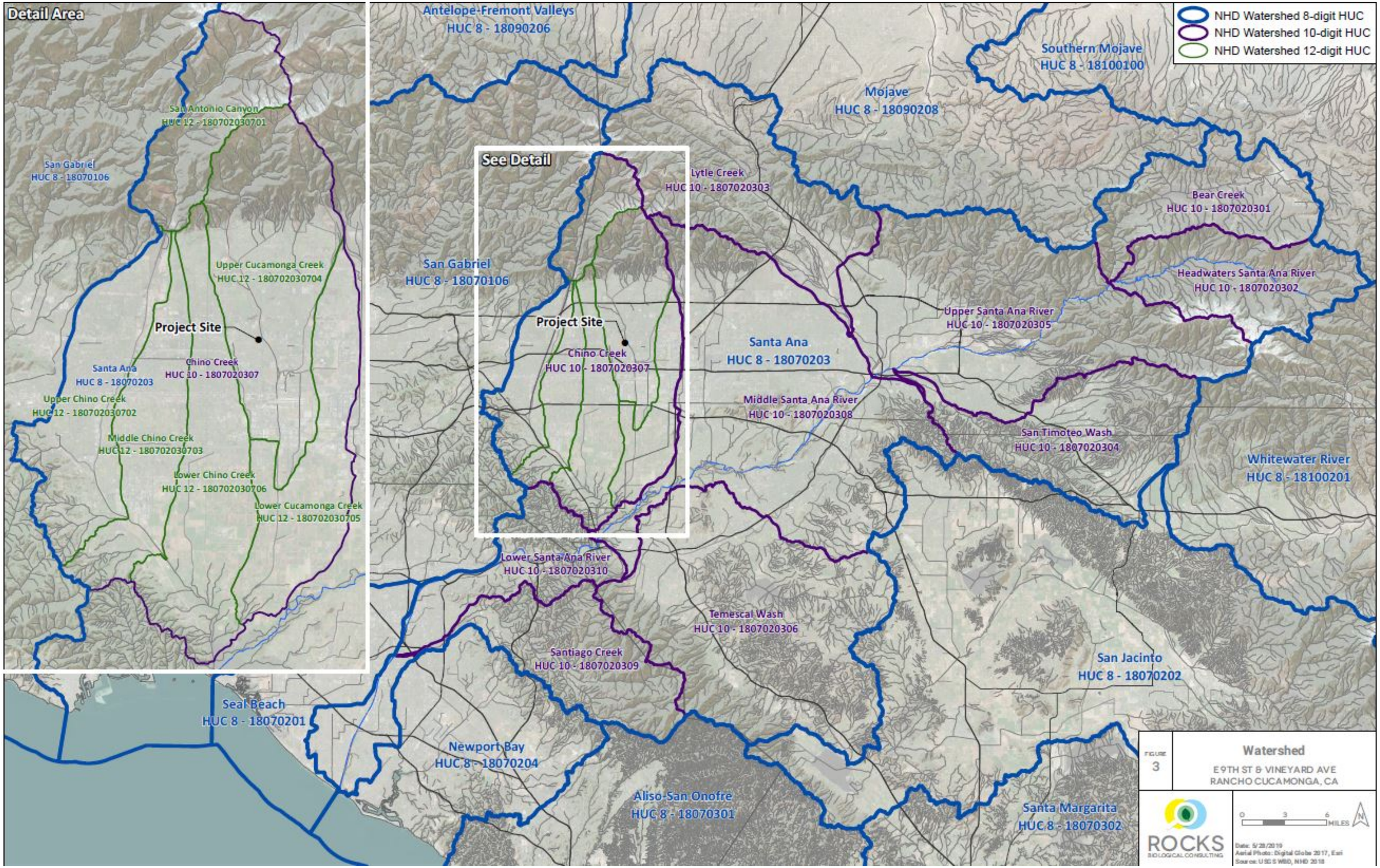

Exhibit 4.10-1: Watershed Boundaries
9th and Vineyard Development Project

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The Cucamonga Creek flood control channel ("Cucamonga Creek") is located directly east of the Project site, forming its northeastern border. The United States Geological Survey (USGS) National Hydrography Dataset (NHD) classifies Cucamonga Creek as a stream while the USGS National Wetlands Inventory (NWI) classifies Cucamonga Creek as riverine. The research conducted by Rocks Biological Consulting for the Project's Jurisdictional Delineation Report concluded that the Cucamonga Creek is an intermittent stream which generally flows south past the Project site. Cucamonga Creek remains concrete-lined until it reaches approximately 10.3 miles downstream of the Project site, where it becomes a natural (not concrete-lined) intermittent stream. From there, Cucamonga Creek joins Mill Creek, then Chino Creek, and eventually the Santa Ana River. The portion of the Cucamonga Creek that borders the Project was constructed as part of a permanent flood control project by the U.S. Army Corps of Engineers (USACE) to confine and control the creek. For further information on existing infrastructure, see *Section 4.18, Utilities and Service Systems*.

Precipitation data for the Project area was retrieved from the Wetlands (WETS) climate table data collected by the California Weather Service's (NWS's) Redlands, California station in April 2019. The data indicated that in 2018 the area experienced normal amounts of precipitation. In January 2019, the area experienced normal precipitation levels, however, both February and March experienced higher than average precipitation levels[3].

Site Drainage

The Project site is relatively flat with a one percent gradient sloping southeast from the northwestern portion of the site to the southeast portion of the site. Hydrologic sources for the observed on-site drainage were observed as stemming from the surrounding on-site commercial, industrial, and residential uses. Two drainage ditches were observed on the eastern and southern portions of the Project site. Ditch 1 begins on the eastern portion of the site as two segments. The northern segment flows eastward for 350 feet and the southern segment flows northeastward for 430 feet before combining and continuing for 200 feet before terminating on-site. Ditch 1 is largely unvegetated and does not contribute flows outside of the Project site or to other aquatic features. Ditch 1 is approximately 3 feet wide with no observable streambed or drainage pattern. Ditch 2 is also 3 feet wide and manmade with sparse native grass vegetation. Ditch 2 travels along the northern portion of the BNSF railroad tracks outside of the Project site. No drainage patterns or streambed were observed in Ditch 2.

Groundwater

The Chino Basin and the Cucamonga Basin are the two major groundwater basins within the City of Rancho Cucamonga (City) and its sphere of influence (SOI). The Chino Basin is one of the largest groundwater basins in Southern California spanning approximately 235 square miles of the Santa Ana River Watershed. The basin extends to portions of the San Bernardino, Los Angeles, and Riverside Counties. The Chino Basin contains approximately 6,000,000 acre-feet (AF) of water with an unused capacity of approximately 1,000,000 AF. The principal drainage system for the basin is the Santa Ana River. Recharge for the Chino Basin is provided largely from the percolation of rainwater and the infiltration of streamflow from the mountains and hills surrounding the Santa Ana River. Stormwater recharge, underflow from saturated sediments, imported water, and underflow also provide recharge to the groundwater basin.

[3] Rocks Biological Consulting. (2019). *9th & Vineyard Development Project Jurisdictional Delineation Report.* Pages 5-6. San Diego, CA: Rocks Biological Consulting

The Chino Basin allows the safe yield of 140,000 acre-feet per year (AFY) of water to be utilized. The safe yield is the allowable amount of water that can be taken from the groundwater basin in a particular year without undesirable results. The pumping rights for the 140,000 AFY of safe yield is broken into groups; each with varying pumping rights. The Appropriative Pool Committee (local cities, public water districts, private water districts) is allowed 49,834 AFY of water from the total safe yield. The City and Project site are served by the Cucamonga Valley Water District (CVWD), which maintains water rights of up to 18.3 percent of the safe yield from the Chino Basin.

The Cucamonga Basin is smaller than the Chino Basin and is located on its northern border. Groundwater within the basin generally flows southward. The Cucamonga basin is recharged from the infiltration of streamflow and rainwater flowing from the San Gabriel Mountains. Stormwater recharge from the spreading grounds along Cucamonga Creek and near Red Hill and Alta Loma also contribute to groundwater recharge. Precipitation plays a larger role in groundwater recharge for the Cucamonga Basin as average precipitation is often higher than in the Chino Basin. CVWD has water rights that allow the production of up to 15,471 AFY of water from the Cucamonga Basin.

According to the Geotechnical Investigation[4] conducted for the Project, no groundwater was encountered during the field testing of the Project site. Groundwater was estimated to exist at levels greater than 25 feet below ground level at the time of study. This was based the lack of water within the borings and moisture contents from recovered soil samples. The nearest groundwater monitoring well, located approximately 2,300 feet west of the Project site, indicated that high groundwater levels were approximately 326 feet below ground level.[5]

Flood Hazard

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) shows the Project site being covered by two map panels including 06071C8630J, effective 02/18/2015 and 06071C8628J, effective 02/18/2015. Based on a review of these map panels, the majority of the Project site is not located in a documented flood plain or floodway. The eastern portion of the Project site is within a Zone X area noted as having a 0.2 percent annual chance of flood hazard. The southern border of the Project site is within Zone A of the FEMA FIRM which denotes areas that have a 1 percent annual chance of flooding. Zone A areas do not have base flood elevations. The Cucamonga Creek which borders the northeastern corner of the Project site is labeled as a Zone A meaning it has no base flood elevation.[6]

Water Quality

The amount of pollutants in the surface runoff is determined by the quantity of a material in the environment and its characteristics. In an urban environment, the quantity of certain pollutants in the stormwater systems is generally associated with the intensity of land use. Within the Santa Ana River Watershed, pathogens, harmful bacteria, pathogens, and nitrates are pollutants of concern.[7] According to the Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report), Cucamonga Creek Reach 1 (Valley Reach), located approximately 0.3 mile southeast of the Project site, is

[4] Southern California Geotechnical. (2019). *Geotechnical Investigation Proposed Commercial/Industrial Development East Side of Baker Avenue, South of 9th Street Rancho Cucamonga, California.* Page 10. Yorba Linda, CA: Southern California Geotechnical

[5] Cucamonga Valley Water District. (2016). *2015 Urban Water Management Plan.* Pages 34-43. Monrovia, CA: Civiltec Engineering Inc.

[6] Federal Emergency Management Agency. (2019) *FEMA Flood Map Service Center: Search By Address.* Retrieved from: https://msc.fema.gov/portal/search?AddressQuery=Rancho%20Cucamonga#searchresultsanchor

[7] California Water Boards, Santa Ana – R8. (2019). *Santa Ana Region - Total Maximum Daily Loads (TMDLs)*. Retrieved from: https://www.waterboards.ca.gov/santaana/water_issues/programs/tmdl/

listed as impaired for the following pollutants: cadmium, copper, lead, and zinc. Cucamonga Creek adjacent the Project site is not as assessed water[8].

4.10.3 REGULATORY SETTING

FEDERAL

Clean Water Act

The primary goals of the Federal Clean Water Act (CWA) are to maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The U.S. Environmental Protection Agency (U.S. EPA) has delegated the administrative responsibility for portions of the CWA to state and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

Under the NPDES permit program, the U.S. EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. Section 402 of the CWA prohibits the discharge of pollutants into Waters of the United States from any point source unless the discharge is in compliance with an NPDES Permit.

The Anti-degradation Policy under the U.S. EPA's Water Quality Standards Regulations (48 F.R. 51400, 40 CFR 131.12, November 8, 1983), requires states and tribes to establish a three-tiered anti-degradation program to prevent a decrease in water quality standards.

Tier 1—Maintains and protects existing uses and water quality conditions that support such uses. Tier 1 is applicable to all surface waters.

Tier 2—Maintains and protects "high quality" waters where existing conditions are better than necessary to support "fishable/swimmable" waters. Water quality can be lowered in such waters but not to the point at which it would interfere with existing or designated uses.

Tier 3—Maintains and protects water quality in outstanding national resource waters. Water quality cannot be lowered in such waters except for certain temporary changes.

Anti-degradation was explicitly incorporated into the federal CWA through 1987 amendments, codified in §303(d)(4)(B), requiring satisfaction of anti-degradation requirements before making certain changes in NPDES permits.

Section 303(d) of the CWA requires the SWRCB to list impaired water bodies that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes.

[8] California Environmental Protection Agency State Water Resources Control Board. (2018). Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report). Retrieved from https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml?wbid=CAR8012100019990211101136.

The law requires that these jurisdictions establish priority rankings for waters on the lists and develop Total Maximum Daily Loads (TMDL) for these waters.

Section 404 of the CWA is administered and enforced by the USACE. Section 404 establishes a program to regulate the discharge of dredged and fill material into Waters of the United States, including wetlands and coastal areas below the mean high tide. USACE administers the day-to-day program, and reviews and considers individual permit decisions and jurisdictional determinations. USACE also develops policy and guidance and enforces Section 404 provisions.

STATE

California Fish and Game Code Sections 1600-1602

Pursuant to Division 2, Chapter 6, Section 1602 of the California Fish and Game Code (CFGC), the California Department of Fish and Wildlife (CDFW) regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to 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." CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources. CDFW reviews the proposed actions and, if necessary, submits (to the applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and applicant is the Lake or Streambed Alteration Agreement.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Water Code Section 13000 et seq.) provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis. The RWQCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCB regulates discharges to surface waters under the federal CWA. In addition, the RWQCB is responsible for administering the Porter-Cologne Water Quality Control Act.

Pursuant to the Porter-Cologne Water Quality Control Act, the state is given authority to regulate waters of the state, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if Section 404 is not required for the activity. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

REGIONAL

WQCP for the Santa Ana River Basin

The Santa Ana RWQCB WQCP for the Santa Ana River Basin (also the Basin Plan for the Santa Ana Region, hereinafter referred to as the "Basin Plan") is designed to preserve and enhance water quality and to protect the beneficial uses of water bodies in the Santa Ana River watershed. The Basin Plan (1) designates

beneficial uses for surface and subsurface waters (groundwater); (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and to conform to the State's antidegradation policy; (3) describes the implementation plan to achieve water quality objectives and to protect the beneficial uses of all waters in the region; (4) describes the comprehensive monitoring and assessment program used to evaluate the effectiveness of the Basin Plan; and (5) provides an overview of water resource management studies and projects that are in progress in the region. Additionally, the Basin Plan incorporates by reference all applicable State and Regional Board plans and policies.

NPDES Permit for San Bernardino County

In 2002, the Santa Ana RWQCB issued an NPDES Storm Water Permit and Waste Discharge Requirements (WDRs) (Order No. R8-2002-0012) under the CWA and the Porter-Cologne Act for discharges of stormwater runoff, snowmelt runoff, surface runoff, and drainage in the Upper Santa Ana River Watershed in San Bernardino and Riverside Counties. This permit expired on April 27, 2007 and was administratively extended. On January 29, 2010, the RWQCB adopted Order No. R8-2010-0036 (NPDES No. CAS618036), which renewed the NPDES Permit for San Bernardino County. On August 1, 2014, the San Bernardino County Flood Control District submitted a Report of Waste Discharge (ROWD) on behalf of San Bernardino County and 16 incorporated cities within San Bernardino County, which serves as the permit renewal for the NPDES permit.

The City of Rancho Cucamonga is subject to the WDRs of the NPDES Permit for San Bernardino County. The County and incorporated cities in the County are co-permittees under the NPDES permit and have legal authority to enforce the terms of the permit in their jurisdictions. The ultimate goal of the NPDES Permit and the related urban stormwater management program is to protect the beneficial uses of the receiving waters. To implement the requirements of the permit, the County developed guidelines to control and mitigate stormwater quality and quantity impacts to receiving waters as a result of new development and redevelopment. The guidelines require individual development projects to prepare and implement Water Quality Management Plans (WQMPs) that identify long-term Best Management Practices (BMPs) to reduce discharges of pollutants into stormwater.

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Land Use and Community Character Chapter

The Land Use and Community Character Chapter of the City of Rancho Cucamonga General Plan (Rancho Cucamonga GP) provides guidance to promote the City's goals for current and future development. This chapter also focuses on enhancing the community of its residents and maintaining its historical significance.

Goal LC-2 Human scaled. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

Policy LC-2.8 Landscaping. Require development projects to incorporate high quality, predominantly native and drought-tolerant landscaping to extend and enhance the green space network of the city.

Resource Conservation Chapter

The Resource Conservation Chapter of the Rancho Cucamonga GP provides guidance regarding the City's natural resources and their preservation. The chapter contains goals and policies that further protect those resources as well as the energy resources contained in the City.

Goal RC-2 Water Resources. Reliable, readily available, and sustainable water supplies for the community and natural environment.

Policy RC-2.5 Water Conservation. Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.

Technical Guidance Document for WQMPs

In compliance with the NPDES Permit for San Bernardino County, the San Bernardino County Areawide Storm Water Program prepared a Technical Guidance Document (TGD) for the preparation of WQMPs by new development and major redevelopment projects of specific land uses and sizes in the County. A WQMP is required as part of the permit process and commits the developer to the implementation of long-term BMPs. Individual WQMPs need to identify pollutants of concern based on the proposed land use and site activities, as well as select applicable site design, source control, and treatment control BMPs that would effectively prohibit non-storm water discharges from entering the storm drain system and that would reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent possible. The WQMP also calls for the on-site retention of stormwater to prevent hydrologic conditions of concern (HCOC), which refer to flooding, erosion, scour, sedimentation, natural habitat impacts, vegetation stress, slope stability, water quality degradation, and altered flow regime at downstream water channels/bodies that may occur if the storm drainage facilities have not been engineered to their ultimate capacities or if natural conditions are present. However, the TGD also designates "HCOC-Exempted Areas," which are areas where the HCOC analysis is not required if the following occurs: a sump condition; predevelopment runoff would equal post-development runoff; stormwater is diverted to a storage area; disturbance is less than 1 acre; or the watershed area is built out (i.e., 90 percent developed). The Plan Area is in the defined HCOC-exempt area on the County's online Stormwater Facility Mapping Tool Local.

Rancho Cucamonga Municipal Code

Title 19

RCMC Section 19.12.050 outlines the City's policies regarding development in flood hazard zones. The section details elevation requirements for residential and nonresidential structures. Structures developed in Zone A flood hazard regions, such as the Project, are required to have the lowest floor elevated at least two feet above the base flood elevation. Title 9 Section 19.28.160 of the Rancho Cucamonga MC also provides guidelines regarding the testing of groundwater levels during project development.

City of Rancho Cucamonga Storm Water and Urban Runoff Management and Discharge Ordinance

RCMC Section 19.20 consists of the City's Storm Water and Urban Runoff Management and Discharge Ordinance. This ordinance contains policies that are designed to protect and enhance the nature of the City's hydrological resources. In coordination with other regulations like the CWA and Porter-Cologne

Water Quality Control Act, the ordinance provides a framework for the protection of the City's water systems. The ordinance's policies are intended to achieve four objectives:

1. Control discharges from spills, dumping or disposal of materials other than stormwater;
2. Reduce the discharge of pollutants in all stormwater discharges to the maximum extent practicable;
3. Protect and enhance the water quality of local, state and federal watercourses, water bodies, groundwater and wetlands in a manner pursuant to and consistent with the Clean Water Act and the Porter-Cologne Water Quality Act; and
4. Establish penalties for violations of the provisions of the ordinance.

Title 9 Section 19.20.060 of the RCMC also regulates the connections that projects make to the City's stormwater conveyance system. A permit is required for any connections made to the City's stormwater system, such as those proposed by the Project. A stormwater pollution prevention plan (SWPPP) is required for developments which disturb five or more acres of land according to Section 19.20.240.

RCMC Section 19.20.260 requires any applicable land development projects to create a Water Quality Management Plan (WQMP). The WQMP would be submitted to the City engineer and approved before the issuance of a grading or building permit. Best practices for the reduction of stormwater runoff and other non-stormwater pollutants should also be included in the WQMP. An NPDES general construction permit is not replaced by a WQMP, nor does it preclude one.

4.10.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for hydrology and water quality were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    - i Result in substantial erosion or siltation on- or off-site;
    - ii Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
    - iii 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;
    - iv Impede or redirect flood flows.
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or

- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning aesthetic resources. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures (MMs) are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts on hydrology and water quality examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: Rocks Biological Consulting, *9th & Vineyard Development Project, San Bernardino County, California, Jurisdictional Delineation Report* (2019); Valued Engineering, Inc., *Water Supply Assessment for CP Logistics Vineyard LLC 9th & Vineyard Development Project*; Thienes Engineering, Inc., Preliminary Water Quality Management Plan (PQMP); field observations conducted by Kimley-Horn and subconsultants; review of project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including review of relevant local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on hydrology and water quality considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.10.5 PROJECT IMPACTS AND MITIGATION

Impact 4.10-1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Level of Significance: Less than Significant with Mitigation Incorporated.

CONSTRUCTION

Construction activities associated with the development of the Project would be typical of those used in comparable industrial developments. Grading and earthmoving activities conducted during the Project's construction period would require the use of water for dust mitigation. Water from dust control and other liquids such as fuels, lubricants, and liquid wastes can create runoff that would temporarily affect water quality.

Project construction would be required to comply with any applicable development regulations, including the NPDES permit, SWPPP, and WQMP. An NPDES permit is required by the CWA for any project that would potentially discharge pollutants into the public waterways. The permit would limit the amount and

type of allowed discharge and provide monitoring and reporting requirements.[9] The City has prohibited the discharge of any non-stormwater, solid, liquid, or gaseous liquid into the City's Municipal Separate Storm Sewer System (MS4) without the authorization of a NPDES.[10]

The City's Storm Water and Urban Runoff Management and Discharge Control Ordinance requires the creation of a WQMP in order to identify BMPs for the reduction of stormwater and non-stormwater pollutants during and after construction. The City requires any project that proposes the addition of 5,000 square feet or more of impervious surface on a previously developed site to create a WQMP for approval by the City Engineer.[11]

A SWPPP is required for all businesses or developments that engage in construction activities that would disturb five or more acres of land according to the City's Storm Water and Urban Runoff Management and Discharge Control Ordinance.[12] The SWPPP would identify site-specific construction BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater runoff from the Project site. Construction BMPs would include, but not be limited to, the following:

- Minimization of disturbed areas to the portion of the Project site necessary for construction;
- Stabilization of exposed or stockpiled soils and cleared or graded slopes;
- Establishment of permanent re-vegetation or landscaping as early as is feasible;
- Removal of sediment from surface runoff before it leaves the Project site by silt fences or other similar devices around the site perimeter;
- Diversion of upstream runoff around disturbed areas of the Project site;
- Protection of all storm drain inlets on-site or downstream of the Project site to eliminate entry of sediment;
- Prevention of tracking soils and debris off-site through use of a gravel strip or wash facilities, which would be located at all construction exits from the Project site;
- Proper storage, use, and disposal of construction materials, such as solvents, wood, and gypsum; and
- Continual inspection and maintenance of all BMPs throughout the duration of construction.

BMPs are designed to control and prevent discharges of pollutants that can adversely impact the downstream surface water quality. Construction activities are also required to comply with the City's Storm Water and Urban Runoff Management Ordinance and other required regulations. The Project would implement Mitigation Measures HYD-1 through HYD-4, which requires that the Project applicant obtain an NPDES permit, preparation of a SWPPP, WQMP, and Erosion Control Plan. With implementation of these mitigation measures, the Project would not be anticipated to violate water quality standards during construction and impacts would be less than significant with mitigation incorporated.

[9] U.S. Environmental Protection Agency. (2019). *NPDES Permit Basics.* Retrieved from: https://www.epa.gov/npdes/npdes-permit-basics
[10] Rancho Cucamonga MC § 19.20.080(A)
[11] Rancho Cucamonga MC § 19.20.260(A).
[12] Rancho Cucamonga MC §19.20.240.

For information about the potential risk of release of hazardous materials into the environment and associated mitigation measures see *Section 4.9, Hazards and Hazardous Materials*.

OPERATIONS

Stormwater pollutants that would be produced during Project operation include pathogens, nutrients, noxious aquatic plants, sediments, metals, oil and grease, trash/debris, pesticides/herbicides, and organic compounds (Thienes 2019).

To meet the requirements of the County's NPDES permit and in accordance with City of Rancho Cucamonga Municipal Code Section 19.20.260, the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP), which is a Project site-specific postconstruction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures ongoing, long-term protection of the watershed basin. The Project's Preliminary WQMP, prepared by Thienes, is included as Appendix H to this Draft EIR. As identified in Appendix H, the Project is designed to include on-site structural source control BMPs consisting of below-ground infiltration facilities. In addition, operational source control BMPs would be implemented, including but not limited to: the installation of water-efficient landscape irrigation systems, storm drain system stenciling and signage, and implementation of a trash and waste storage areas – to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the Project site. Compliance with the Preliminary WQMP would be required by the City as a condition of approval for the Project. Long-term maintenance of proposed on-site water quality control features would be required by the City as a condition of approval to ensure the long-term effectiveness of all on-site water quality features and maximize pest management (particularly mosquito control).

In addition to mandatory implementation of a WQMP, the NDPES program also requires industrial land uses to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. Under the effective NPDES Industrial General Permit, the Project Applicant (or the Project's occupant(s)) would be required to prepare a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. Because the permit is dependent upon the operational activities of the building, and the Project's future building occupants and their operations are not known at this time, details of the SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined at this time. However, based on the requirements of the NPDES Industrial General Permit, it is assured that mandatory compliance with all applicable regulations would further reduce potential water quality impacts during long-term Project operation. Therefore, impacts related to the violation of water quality standards during operations would be less than significant.

MITIGATION MEASURES

MM HYD-1 Prior to the commencement of grading operations, the Project Applicant shall obtain an NPDES permit from the Regional Water Quality Control Board. NPDES permits require the submission of Notice of Intent and approval by the Regional Water Quality Control Board.

MM HYD-2 Prior to issuance of grading permits, the permit applicant shall submit to the Building Official for approval, a SWPPP specifically identifying BMPs that shall be used on-site to

reduce pollutants during construction activities entering the storm drain system to the maximum extent practical. The SWPPP shall include but not be limited to the following elements:

a. Compliance with the requirements of the County of San Bernardino's most current Stormwater Permit.

b. Temporary erosion control measures shall be implemented on all disturbed areas.

c. Sediment shall be retained on-site by a system of sediment basins, traps, or other BMPs.

MM HYD-3 Prior to issuance of building permits, the Project Applicant shall submit to the City Building Official for approval of a final WQMP, including a project description and identifying BMPs that would be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable during the life of the Project. The final WQMP shall identify the structural, non-structural and Low Impact Development BMPs consistent with the City of Rancho Cucamonga requirements.

MM HYD-4 An Erosion Control Plan shall be prepared, and included with the Project's Grading Plan, and implemented for the Project that identifies specific measures to control on-site and off-site erosion from the time ground-disturbing activities are initiated through completion of grading.

Impact 4.10-2: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

According to the Geotechnical Investigation[13] completed for the Project, no groundwater was encountered during the field testing of the Project site. Groundwater was estimated at levels greater than 25 feet below ground. The lack of water within the borings and moisture contents from recovered soil samples supported this conclusion. The nearest groundwater monitoring well to the Project site, approximately 2,300 feet west of the Project site, indicated that high groundwater levels were approximately 326 feet below ground level.[14] Construction activities would not directly impact groundwater sources. According to the Rancho Cucamonga GP, the Project would also be located away from recharge basins and spreading grounds which would be used for groundwater replenishment[15]. The Cucamonga Creek as it appears along the Project's northeastern border is concrete-lined and does not create a point of recharge at this location.

Development of the Project would increase impervious surface coverage on the Project site, which would, in turn, reduce the amount of water percolating down into the groundwater subbasin that underlies the Project site (i.e., Upper Santa Ana Valley - Chino Subbasin). Percolation is just one of several sources of

[13] Southern California Geotechnical. (2019). *Geotechnical Investigation Proposed Commercial/Industrial Development East Side of Baker Avenue, South of 9th Street Rancho Cucamonga, California.* Page 10. Yorba Linda, CA: Southern California Geotechnical.

[14] Cucamonga Valley Water District. (2016). *2015 Urban Water Management Plan.* Pages 34-43. Monrovia, CA: Civiltec Engineering Inc.

[15] City of Rancho Cucamonga. (2021). *PlanRC, City of Rancho Cucamonga General Plan Update Figure RC-3: Water Resources*. Page 219. Rancho Cucamonga, CA: City of Rancho Cucamonga.

groundwater recharge for the Subbasin. The Project would include the installation of below-ground infiltration facilities and permeable landscape areas on the Project site to continue allowing the direct percolation of on-site storm water runoff into the Subbasin. Based on the small size of the Project site in relation to the size of the groundwater subbasin and the design features proposed by the Project to allow percolation, implementation of the Project is determined to result in incremental changes to local percolation and would not result in a less than significant impact to local groundwater recharge.

Further, the Project would be served by CVWD which receives groundwater resources from the Chino and Cucamonga basins. Of the Chino Basin's 140,000 AFY of safe yield, CVWD retains water rights to approximately 18.3 percent of the operating safe yield. However, the majority of the City's water is supplied via imported water from external sources. In 2020 CVWD projects the pumping of 22,755 AF of groundwater from the Chino and Cucamonga basins and the import of 28,369 AF of Tier 1 and 2 water from MWD. Groundwater is only 37.6 percent of their total projected 2020 water supply of 60,500 AF.[16] According to the Project's Water Supply Assessment, the Project would generate a water demand of approximately 53 AFY of water. This estimate was based on a 1000 gpd per acre rate established by CVWD[17]. The Project's estimated water supply would create an approximately 0.09 percent increase of the City's projected water demand in 2020 and specifically, an approximately 0.2 percent increase of the projected groundwater supply. Further, the CVWD's water demand of 58,900 AF for 2020 is 1600 AF below their anticipated supply, allowing the Project to be supplied by any surplus water sources. The Project does not propose any wells on-site or the removal of existing well structures. Impacts associated with decreasing groundwater supplies during Project construction and operations would be less than significant impact.

MITIGATION MEASURES

No mitigation is required.

Impact 4.10-3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Level of Significance: Less than Significant Impact with Mitigation Incorporated.

CONSTRUCTION AND OPERATIONS

Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. An NPDES permit would be maintained and implemented with an SWPPP and WQMP to minimize the potential soil impacts. An erosion control plan would also be implemented to further minimize potential siltation and erosion effects (see MMs HYD-1 through HYD-4). Additionally, the Project would permanently impact approximately 0.01 acres of non-wetland water of the U.S/State (Jurisdictional Delineation Report in *Appendix C* and further discussed in *Section 4.4 Biological Resources*) and intermittent streambed as the Project would be installing an approximately 66 to 78-inch-wide public

[16] Ibid. *2015 Urban Water Management Plan Table 43 – Cucamonga Valley Water District Water Supplies – Projected.* Page 57.
[17] CP Logistics Vineyard, LLC. (2019). *Water Supply Assessment for CP Logistics Vineyard LLC 9th and Vineyard Development Project.* Page 4. Upland, CA: Valued Engineering, Inc.

storm drain line that would connect to the concrete-lined Cucamonga Creek. Impacts to jurisdictional waters and streambeds is less than significant with the mitigation included in the Biological Resources section and permitting through the USACE, RWQCB, and CDFW would be required. Additionally, completing the storm drain is a requirement of the City as part of the Master Storm Drain Plan. The Project would also comply with any applicable federal, state, regional, or local regulations in order to reduce impacts in the form of siltation or erosion and drainage patterns to the Santa Ana River Watershed would be maintained. Therefore, impacts associated with alteration of an existing drainage pattern or drainage area would be less than significant with mitigation applied.

MITIGATION MEASURES

Mitigation Measures HYD-1 through HYD-4 and MM BIO-3 would be applied.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. To collect surface flows, the Project would include a complex drainage system which includes below-ground infiltration facilities. The Project would include the development of new buildings and hardscapes that would increase the amount of surface on the site compared to existing conditions. These proposed improvements would cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff. Cucamonga Creek runs near the northeastern border of the Project site. However, the creek is concrete-lined at this location in an effort by the USACE to control and confine the creek as a part of their flood control project. A floodwall was previously erected along the portion of the Cucamonga Creek that borders the Project.

Further, the Project site is located mostly on land that is designated as having a minimal flood hazard. The eastern portion of the Project site is within a region classified as having a 0.2 percent annual chance of flooding. The southern border of the Project site is within Zone A of the FEMA FIRM which denotes areas that have a 1 percent annual chance of flooding. Zone A areas do not have base flood elevations.[18] The Project site is relatively flat; gently sloping downward from the northwestern area to the southeastern area at an approximately 1 percent gradient. Floodwaters would also follow this gradient.

The Project also proposes to install an approximately 66 to 78-inch wide public storm drain line along the southern boundary of the Project area with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek. This new public storm drain line has been designed to receive all of the anticipated stormwater discharge from the Project and historical stormwater from the adjacent properties northwest of the Project. With installation of the approximately 66 to 78-inch wide public storm drain line, impacts associated with surface runoff and flooding on or off-site from Project implementation would be less than significant.

[18] Federal Emergency Management Agency. (2019) *FEMA Flood Map Service Center: Search By Address.* Retrieved from: https://msc.fema.gov/portal/search?AddressQuery=Rancho%20Cucamonga#searchresultsanchor.

iii. 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?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. Two existing storm drains exist within the Project site. One drain initiates and terminates in the eastern portion of the Project site while the other follows the southern boundary of the Project site along the northern portion of the BNSF railway. An under road culvert was also observed east of Vineyard Avenue. It was intended to direct flows eastward to storm drain directly east of Cucamonga Creek. No drainage patterns were observed there as well. The lack of drainage patterns imply that the ditches and culverts are no longer in use.

The Project also proposes to install an approximately 66 to 78-inch wide public storm drain line along the southern boundary of the Project area with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek. This would increase the efficiency of the drainage infrastructure in that area and provide an updated conveyance system. The drainage ditch located on the eastern end of the Project site would be filled. No further updates are proposed for Cucamonga Creek. With the lack of existing drainage infrastructure in use within the Project site and the proposed development of a new stormwater facility, impacts associated with runoff would be less than significant.

The Project's construction contractor would be required to comply with a SWPPP and the Project's owner or operator would be required to comply with the Preliminary WQMP to ensure that Project-related construction activities and operational activities do not result in substantial amounts of polluted runoff. Impacts would be less than significant.

MITIGATION MEASURES

No mitigation is required.

iv. Impede or redirect flood flows?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site, all of which would result in changes to the existing surface flood flows interior to the site. To collect surface flood flows, the Project would include a complex drainage system which includes below-ground infiltration facilities. As discussed in impact discussion 4.10-3ii, the majority of the Project site is located in a zone noted as having minimal flood risk by FEMA. The eastern end of the site is within a zone noted as having a 0.2 annual chance of flooding. The southern border of the Project site is within Zone A of the FEMA FIRM which denotes areas that have a 1 percent annual chance of flooding. Zone A areas do not have base flood elevations. The existing slope of the site trends

southeast with a one percent gradient[19]. The gradient of the Project site would be largely maintained. The Cucamonga Creek is located on the northeastern border of the Project site, however, the water from the creek flows southeast away from the Project. The Project proposes to install an approximately 66 to 78-inch wide public storm drain line along the southern boundary of the Project area with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek. Further, there are no plans to alter the creek or its bordering floodwalls. Therefore, impacts associated with impedance or redirection of flood flows would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.10-4: Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The nearest body of water to the Project is Cucamonga Creek which runs along its northeastern border. No oceans, lakes, ponds, or partially closed standing body of water are found near the Project site. Therefore, the Project is not within a zone with risk of seiche or tsunami.

As noted above, the Project is located in a zone noted as having minimal flood risk by FEMA. The eastern end of the site is within a zone noted as having a 0.2 annual chance of flooding. The southern border of the Project site is within Zone A of the FEMA FIRM which denotes areas that have a 1 percent annual chance of flooding. Zone A areas do not have base flood elevations. The existing slope of the site trends southeast with a one percent gradient.[20] These flood zones pose minimal flood risk with minute chance of floods occurring.

In the unlikely event a release of pollutants occurred as the result of a flood hazard, tsunami, or seiche zone, the WQMP and SWPPP created for the Project would limit pollution rates from stormwater conveyance. The Project's construction contractor(s) would be required to comply with a SWPPP and the Project's owner or operator would be required to comply with the Preliminary WQMP (Appendix H) to ensure that Project-related construction activities and operational activities do not result in substantial amounts of polluted runoff.

As discussed in *Section 4.9, Hazards and Hazardous Materials*, Environmental Site Assessments (ESA) were conducted for the Project, which identified historical use of lead-based paints and asbestos at the site. However, further investigation determined there were no soil impairments associated with the past and present uses of the Project site. The Project would be required to comply with applicable Federal, State, and regional regulations regarding asbestos and LBP removal prior to construction. While Project operations would involve typical hazardous materials/chemicals associated with warehousing uses such cleaners, paints, solvents, and fertilizers and pesticides for site landscaping, any routine transport, use, and disposal of these materials must adhere to federal, state, and local regulations for transport, handling,

[19] Federal Emergency Management Agency. (2019) *FEMA Flood Map Service Center: Search By Address.* Retrieved from: https://msc.fema.gov/portal/search?AddressQuery=Rancho%20Cucamonga#searchresultsanchor

[20] Federal Emergency Management Agency. (2019) *FEMA Flood Map Service Center: Search By Address.* Retrieved from: https://msc.fema.gov/portal/search?AddressQuery=Rancho%20Cucamonga#searchresultsanchor

storage, and disposal of hazardous substances. For additional information about the potential risk of release of hazardous materials into the environment and associated mitigation measures, see *Section 4.9, Hazards and Hazardous Materials*.

As discussed above, the Project site is in a low flood risk of the area. With the application of stormwater plans in the SWPPP and WQMP, compliance with applicable Federal, State, and regional regulations regarding asbestos and LBP removal, as well as the transport, handling, storage, and disposal of hazardous substances, potential impacts from the release of pollutants due to project inundation would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.10-5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Level of Significance: Less than Significant Impact with Mitigation Incorporated.

CONSTRUCTION AND OPERATIONS

Refer to impact discussion 4.10-1, 4.10-3iii, and 4.10-4 for further discussion of groundwater management or WQMPs. The Project's Geotechnical Investigation[21] found no evidence of groundwater at a level that would be affected at the Project site. Further, the Project is not within a groundwater replenishment zone such as a recharge basin or spreading ground.[22] The nearby Cucamonga Creek would not be adversely affected by the Project or have its course changed. That said, the creek is concrete-lined at the point near the Project and does not assist in groundwater recharge. The Project proposes to install an approximately 66 to 78-inch wide public storm drain line along the southern boundary of the Project area with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek.

The City's Storm Water and Urban Runoff Management and Discharge Control Ordinance requires the creation of a WQMP in order to identify BMP to be used to minimize harmful stormwater pollutants and discharge. The WQMP would be effective throughout the life of the Project and amended as necessary throughout its duration. Like the WQMP, the SWPPP and NPDES permit would be subject to review periodically through the duration of the Project to ensure compliance and maximum mitigation. The Project would comply with all other applicable regulations, such as those noted in *Section 4.10.3* of this document. Implementation of Mitigation Measures HYD-1 and HYD-2 would ensure compliance with County and RWQCB permitting requirements Therefore, impacts associated with the Project conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan would be less than significant with mitigation incorporated.

MITIGATION MEASURES

Mitigation Measures HYD-1 and HYD2 would be applied.

[21] Southern California Geotechnical. (2019). *Geotechnical Investigation Proposed Commercial/Industrial Development East Side of Baker Avenue, South of 9th Street Rancho Cucamonga, California.* Page 10. Yorba Linda, CA: Southern California Geotechnical.

[22] City of Rancho Cucamonga. (2021). *PlanRC, City of Rancho Cucamonga General Plan Update Figure RC-3: Water Resources*. Page 219. Rancho Cucamonga, CA: City of Rancho Cucamonga.

4.10.6 CUMULATIVE IMPACTS

For purposes of hydrology and water quality resources, cumulative impacts are considered for projects located within Rancho Cucamonga; see *Table 4.0-1, Cumulative Projects List*. Cumulative impacts to hydrology and water quality could occur as new development, redevelopment, and existing uses are ongoing within the City of Rancho Cucamonga. However, with mitigation incorporated, impacts from implementation of the Project on hydrology and water quality would be less than significant According to the Rancho Cucamonga GP EIR, buildout of the Rancho Cucamonga GP would result in a less than significant impact on hydrology, drainage, and water quality following adherence to and/or compliance with the existing regulatory framework, Rancho Cucamonga MC, and the Rancho Cucamonga GP goals and policies.[23] A significant cumulative impact would occur if cumulative projects would adversely impact hydrology and water quality.

Implementation of the Project would have the potential to result in sources of polluted runoff during construction and would result in an increase in impervious surfaces following construction that would potentially result in the contribution of nonpoint source pollution. However, the Project would be consistent with the Rancho Cucamonga GP and all applicable federal, state, and local policies. As discussed above, prior to construction of the Project, the Project Applicant (or the Project's occupant(s)) would be required to prepare and implement a SWPPP that would outline the BMPs that would reduce water quality impacts during construction to a less than significant level. Prior to the issuance of grading permits, the SWPPP would be required to be prepared to the satisfaction of the City Engineer. Additionally, all construction and operational activities would comply with the WQMP. Implementation of the WQMP and SWPPP BMPs would reduce potential impacts of the Project on local and regional water quality in both the construction and operational phases. Therefore, the Project would not result in a cumulatively considerable impact on hydrology or water quality.

4.10.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning hydrology and water quality have been identified.

4.10.8 REFERENCES

California Water Boards, Santa Ana – R8. (2019). *Santa Ana Region - Total Maximum Daily Loads (TMDLs)*. Retrieved from: https://www.waterboards.ca.gov/santaana/water_issues/programs/tmdl/

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City of Rancho Cucamonga. (2021). *Rancho Cucamonga General Plan Update EIR*. Rancho Cucamonga, CA: City of Rancho Cucamonga.

County of San Bernardino. (2018). *Countywide Plan Fact Sheet.* San Bernardino, CA: County of San Bernardino.

CP Logistics Vineyard, LLC. (2019). *Water Supply Assessment for CP Logistics Vineyard LLC 9th and Vineyard Development Project.* Upland, CA: Valued Engineering, Inc.

[23] City of Rancho Cucamonga. (2021). *Rancho Cucamonga General Plan Update Draft Program Environmental Impact Report, Section 5.10: Hydrology and Water Quality*. Rancho Cucamonga, CA: City of Rancho Cucamonga.

Cucamonga Valley Water District. (2016). *2015 Urban Water Management Plan.* Pages 34-43. Monrovia, CA: Civiltec Engineering, Inc.

Federal Emergency Management Agency. (2019) *FEMA Flood Map Service Center: Search By Address.* Retrieved from: https://msc.fema.gov/portal/search?AddressQuery=Rancho%20Cucamonga#searchresultsanchor

Rocks Biological Consulting. (2019). *Panattoni E 9th ST & Vineyard Ave Project Jurisdictional Delineation Report.* Pages 5-6. San Diego, CA: Rocks Biological Consulting.

Thienes Engineering, Inc. (2019). Preliminary Water Quality Management Plan (PQMP). La Mirada, Ca: Thienes Engineering, Inc.

U.S. Environmental Protection Agency. (2019). *NPDES Permit Basics.* Retrieved from: https://www.epa.gov/npdes/npdes-permit-basics

U.S. Geological Survey. (2016). *California Water Science Center – Santa Ana Basin, National Water Quality Assessment Program: Study Unit Description.* Retrieved from: https://ca.water.usgs.gov/projects/sana_nawqa/env_set.html

U.S. Geological Survey. (2013). *Federal Standards and Procedures for the National Watershed Boundary Dataset (WBD).* Pages 14 and 19. Reston, Virginia: United States Geological Survey.

4.11 LAND USE AND PLANNING

4.11.1 INTRODUCTION

This section of the Draft EIR identifies and evaluates potential impacts related to land use and planning in the Project area and nearby the 9th and Vineyard Development Project (Project). The Project would include a Zoning Map Amendment (ZMA), Development Agreement, Tentative Parcel Map (TPM), Design Review, Conditional Use Permit (CUP), Tree Removal Permit, and Certificate of Appropriateness which are discussed further within this section. The current condition was used as the baseline against which to compare potential impacts associated with implementation of the Project. Information used to prepare this section came from the following resources:

- PlanRC, City of Rancho Cucamonga General Plan Update, 2021
- City of Rancho Cucamonga General Plan Update EIR, Draft Program Environmental Impact Report, 2021
- Southern California Association of Governments (SCAG), Regional Comprehensive Plan, 2008

4.11.2 ENVIRONMENTAL SETTING

Existing and Surrounding Land Uses

The Project includes the development of three warehouse buildings to include approximately 13,000 sf of office space and 1,019,090 sf of warehouse space for a total of 1,032,090 sf with ancillary office space and associated parking and landscaping on approximately 46.95 net acres. The Project site is currently disturbed and developed and consists of nine contiguous parcels; some developed yet vacant/unoccupied, others unimproved. A Tentative Parcel Map is included as part of the Project to consolidate the nine (9) existing parcels into four (4) parcels. Additionally, a Zoning Map Amendment is proposed to reduce the intensity of industrial uses and to implement more restrictive development standards for the proposed Building 2 and 3, which are near or adjacent to residential properties along the west side of Baker Avenue opposite the Project. *Table 4.11-1, Existing Uses and Zoning,* summarizes the existing uses and zoning for each parcel on the Project site. As discussed in *Section 4.5, Cultural Resources*, the site consists of several existing industrial/commercial buildings and structures (all vacant), including a historically significant building located near the western Project boundary. *Exhibit 3.7: General Plan Land Use Map* shows the land use designations for the Project site.

Table 4.11-1: Existing Uses and Zoning

APN	Existing Use	Existing Zoning
0207-271-25	Vacant, formerly industrial	Neo-Industrial (NI)
0207-271-27	Vacant, formerly office	Neo-Industrial (NI)
0207-271-39	Vacant, formerly residential	Neo-Industrial (NI)
0207-271-40	Abandoned home	Neo-Industrial (NI)
0207-271-89	Undeveloped, featured home in past	Industrial Park
0207-271-93	Vacant, formerly industrial	Neo-Industrial (NI)
0207-271-94	Vacant, formerly industrial	Neo-Industrial (NI)
0207-271-96	Vacant, formerly industrial and residential	Neo-Industrial (NI)
0207-271-97	Vacant, formerly residential	Neo-Industrial (NI)

Source: City of Rancho Cucamonga. 2022. Zoning. https://rcdata-regis.opendata.arcgis.com/datasets/73e702bd20824e3487fcc471f642a777_3/explore?location=34.094506%2C-117.611262%2C16.38 (accessed January 2022).

The Project is located in an area that is currently developed and used for rail transportation, commercial, industrial, and residential uses. Adjacent properties to the north are designated as Neighborhood Center, Suburban Neighborhood – Low, and Industrial Employment uses. Properties to the west are designated as Traditional Neighborhood land uses. The BNSF railway and properties designated as Neo-Industrial uses directly south of the site are located within the City of Rancho Cucamonga on the north side of 8th Street. Across 8th Street, located within the City of Ontario, are properties zoned for commercial and single family residential. The site is bordered to the east by Vineyard Avenue and the Cucamonga Creek, a concrete-lined stormwater drainage channel. Cucamonga Creek originates in the San Gabriel Mountains to the north of the site and flows roughly north to south into the Santa Ana River at the Prado Dam.

GENERAL PLAN AND ZONING DESIGNATIONS

The Project site has a General Plan designation of Neo-Industrial Employment District[1] and a zoning designation of Neo-Industrial (NI), while one parcel of approximately 5.42 acres located at the northwest corner of the Project site fronting Baker Avenue (APN No. 0207-271-89) has a zoning designation of Industrial Park (IP).[2] According to the City of Rancho Cucamonga, the NI zoning designation has a floor area ratio (FAR) range of 0.40 to 0.60 and permits a wide range of industrial uses including manufacturing, e-commerce, assembling, fabrication, wholesale supply, heavy commercial, green technology, and office uses. The IP designation has a FAR range of 0.40 to 0.60 and permits light industrial, research and development businesses, green technology, and general and medical office uses as well as limited convenience goods and services for employees and visitors.

The proposed Zoning Map Amendment would allow for the western portion of the Project site, which would include Building 2 and Building 3, to be zoned entirely as Industrial Park (IP) (Building 2 is currently zoned NI, Building 3 is currently split with two zoning designations, NI and IP). The Zoning Map Amendment would result in the Project's proposed Building 2 and Building 3 to be subject to the City's most restrictive industrial development standards (IP Zoning Designation) and list of permitted uses. This change would result in increased compatibility with the nearby residential land use designations.

LAND USE ENTITLEMENTS

Zoning Map Amendment

The Project includes a Zoning Map Amendment (ZMA) of (1): parcel APN 0207-271-25, located at the southwest corner of the Project site fronting Baker Avenue, and (2): parcels 0207-271-39 and 0207-271-40 along Baker Avenue, all to be amended from Neo-Industrial (NI) to the Industrial Park (IP) zoning designation. The proposed ZMA would cause the Project's proposed Building 2 and Building 3 to be subject to the City's most restrictive industrial development standards (IP Zoning Designation) and list of permitted uses. This change would result in increased compatibility with the nearby residential land use designations.

[1] City of Rancho Cucamonga. ND. General Plan Viewer. https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=e29b6dcd1a374a9da53cb4f96686bd5e (accessed January 2022).
[2] City of Rancho Cucamonga. 2022. Zoning. https://rcdata-regis.opendata.arcgis.com/datasets/73e702bd20824e3487fcc471f642a777_3/explore?location=34.095124%2C-117.612543%2C17.06 (accessed January 2022).

Development Agreement

The Project includes a Development Agreement, which would confirm (1) the terms of the Applicant's dedication of land, funding obligations, and construction of the rehabilitation of the historically significant building, (2) confirm the applicable development impact fees, (3) confirm the required off-site improvements, and (4) confirm the purchase terms of the approximately 707 square feet of land from the City for the purpose of the construction of off-site improvements to the intersection of 8th Street and Baker Avenue necessary for adequate traffic circulation around the Project.

Design Review

The Project includes the Design Review for the site development and architectural design of three warehouse buildings totaling approximately 1,032,090 sf that range in size from 130,531 to 636,580 sf on approximately 46.95 net acres. The design of the buildings is further discussed in *Section 3.0, Project Description*.

Conditional Use Permit

The Project includes a Conditional Use Permit (CUP) in order to permit the "Wholesale, Storage, and Distribution – Medium" use within the three (3) proposed buildings.

Tentative Parcel Map

The Project would pursue a Tentative Parcel Map which would consolidate the existing nine parcels into four parcels. The TPM would create the following parcels: Parcel 1 with a parcel size of approximately 28.38 net acres in size for Building 1, Parcel 2 with a parcel size of approximately 5.80 net acres in size for Building 2, Parcel 3 with a parcel size of approximately 12.27 net acres in size for Building 3, and Parcel 4 with a parcel size of approximately 0.50 net acres in size for the renovated Baker House. Each parcel would comply with all applicable City development standards. The Tentative Parcel Map would also include all required land dedications, vacations and easements.

Tree Removal Permit

The Project proposes to remove approximately one hundred ninety-seven (197) trees on the site, of which, seventy-one (71) are considered "heritage trees" by the City. These trees would be replaced by approximately four hundred eighty-seven (487) new trees (see *Exhibit 3.6: Conceptual Landscape Plan*). A Tree Removal Permit would be sought to ensure that the tree removals not only comply with City ordinances, but create the least amount of environmental impact. Refer to *Section 4.4*, *Biological Resources,* for more information regarding the tree removal process.

Certificate of Appropriateness

The Project includes the alteration and/restoration of the historically significant ±1,260 square foot building located at 8803 Baker Avenue. With the development of the Project, the City would review the rehabilitation and future use of the residential structure in conformance with the City's Historic Preservation Ordinance, Refer to *Section 4.5, Cultural Resources*, for more information.

Additional Permits

Other permits required for the Project could include, but are not limited to, the following: issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting; demolition permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections.

4.11.3 REGULATORY SETTING

REGIONAL

Southern California Association of Governments

Southern California Association of Governments (SCAG) is a council of governments representing Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. SCAG is the Federally recognized Metropolitan Planning Organization (MPO) for this region. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under Federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, Caltrans, and other agencies in preparing regional planning documents. SCAG has developed the Regional Comprehensive Plan, the Regional Housing Needs Assessment, and the 2020-2045 Regional Transportation Plan/Sustainability Communities Strategy.

Regional Comprehensive Plan

SCAG's 2008 Regional Comprehensive Plan (RCP) is a comprehensive, integrated policy plan that addresses regional issues related to growth management and development. The RCP provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. The RCP advances regional planning by incorporating an integrated approach between SCAG, State and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public.

The Regional Housing Needs Assessment is discussed in *Section 4.14, Population and Housing,* and the Regional Transportation Plan is discussed in *Section 4.16, Transportation and Traffic,* of this Draft EIR.

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update (Rancho Cucamonga GP), is the comprehensive planning document governing development within the Project, and contains goals, policies, and actions describing the community's vision for economic viability, livable neighborhoods, and environmental protection. The Rancho Cucamonga GP establishes policies for the orderly growth and development of the City of Rancho Cucamonga. Among other purposes, the Rancho Cucamonga GP identifies policies necessary to protect and enhance those features and services which contribute to the quality of life of the community in which it serves.

A general plan functions as a guide for the type of community that is desired for the future and provides the means to achieve it. The City of Rancho Cucamonga General Plan contains the following chapters related to the State mandated elements required for a General Plan: Land Use and Community Character, Open Space, Mobility and Access, Housing, Public Facilities and Services, Resource Conservation, Safety, and Noise. The General Plan also includes a General Plan work plan, placemaking Toolkit, and Environmental Justice Strategy.

Land Use and Community Character. The Land Use and Community Character Chapter provides for a development and resource conservation pattern that preserves and protects the stable residential neighborhoods, diverse commercial and industrial development, extensive parks and recreational facilities, and high-quality community amenities that can be attributed to the City's long-standing commitment to land use planning and urban design, while promoting opportunities for economic development, high-quality local job growth, and fiscal sustainability. The Land Plan (Figure LC-3) depicts the City's vision for how residential, commercial, industrial, open space, and public facility uses would occur in the city limits.

Open Space. The Open Space Chapter provides a framework for land use decisions related to community open space amenities including the natural and rural foothill open spaces, neighborhood and regional parks, and trails that connect these open spaces to one another and to the nearby neighborhoods.

Mobility and Access. The Mobility and Access Chapter provides the framework for decisions concerning for all means of mobility in Rancho Cucamonga, supporting the City's vision to enhance mobility, provide transportation choices, and promote a healthy community. The Mobility and Access Chapter defines a multi-modal, safe, and efficient circulation system that is intended to minimize local traffic congestion, encourage increased transit use, respond to local business needs, and facilitate coordination toward achieving regional mobility goals.

Housing. The Housing Chapter, also referred to as the Housing Element, is intended to provide residents of the community and local government officials with a greater understanding of housing needs in Rancho Cucamonga, and to provide guidance to the decision-making process in all matters related to housing. The document analyzes existing and future-housing needs, develops a problem-solving strategy, and provides a course of action towards achieving Rancho Cucamonga's housing goal.

Public Facilities and Services. The City and various local public agencies and districts provide a range of public services that are integral to providing a high quality of life for Rancho Cucamonga's residents. The Public Facilities and Services Chapter includes goals, policies, and actions that address community services, such as water storage and distribution, wastewater treatment, storm drainage, and solid waste disposal. In addition, this chapter focuses on public facilities that support community educational, cultural, and civic pursuits, such as schools and libraries.

Resource Conservation. The Resource Conservation Chapter provides the framework to preserve, protect, conserve, re-use, replenish, and efficiently use the City's limited natural resources that include water, open space, sensitive habitat, agricultural lands, flora and fauna. This chapter also includes discussion about the management of energy resources and green building opportunities as they relate to quality of life and sustainability issues.

Safety. The Safety Chapter provides the framework to reduce risks associated with a range of environmental and human-caused hazards that could pose a risk to life and property in Rancho Cucamonga.

Noise. The Noise Chapter specifies outdoor noise level limits for land uses impacted by transportation noise sources. Noise compatibility can be achieved by avoiding the location of conflicting land uses adjacent to one another, incorporating buffers and noise control techniques including setbacks, landscaping, building transitions, site design, and building construction techniques. Selection of the appropriate noise control technique would vary depending on the level of noise that needs to be reduced as well as the location and intended land use.

Project relevant General Plan policies for land use and planning and environmental justice are addressed below. Goals and Policies from the Housing Chapter are not applicable to the proposed Project; therefore, are not included in the discussion. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below.

Land Use and Community Character Chapter

Goal LC-1 A City of Places. A beautiful city with a diversity and balance of unique and well-connected places.

Policy LC-1.2 Quality of Place. Ensure that new infill development is compatible with the existing, historic, and envisioned future character and scale of each neighborhood.

Policy LC-1.3 Quality of Public Space. Require that new development incorporate the adjacent street and open space network into their design to soften the transition between private and public realm and creating a greener more human-scale experience.

Policy LC-1.4 Connectivity and Mobility. Work to complete a network of pedestrian- and bike-friendly streets and trails, designed in concert with adjacent land uses, using the public realm to provide more access options.

Policy LC-1.7 Design for Safety. Require the use of Crime Prevention Through Environmental Design (CPTED) techniques such as providing clear lines of sight, appropriate lighting, and wayfinding signs to ensure that new development is visible from public areas and easy to navigate.

Policy LC-1.8 Public Art. Require new construction to integrate public art in accordance with the City Public Arts Program.

Policy LC-1.9 Infill Development. Enable and encourage infill development within vacant and underutilized properties through flexible design requirements and potential incentives.

Policy LC-1.11 Compatible Development. Allow flexibility in density and intensity to address specific site conditions and ensure compatibility of new development with adjacent context.

Policy LC-1.12 Adaptive Reuse. Support the adaptive reuse of historic properties consistent with neighborhood character.

Policy LC-1.13 Improved Public Realm. Require that new development extend the "walkable public realm" into previously vacant and/or parking lot-dominant large single-use parcels of land.

Policy LC-1.16 Healthy Development. Ensure that the design and development of our communities supports the health and well-being of our residents. Use the Healthy Development Checklist, or similar assessment tool, to assess the overall health performance and supportiveness of new development projects.

Goal LC-2 Human Scaled. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

Policy LC-2.1 Building Orientation. Require that buildings be sited near the street and organized with the more active functions—entries, lobbies, bike parking, offices, employee break rooms and outdoor lunch areas—facing toward and prominently visible from the street and visitor parking areas.

Policy LC-2.2 Active Frontages. Require new development abutting streets and other public spaces to face the public realm with attractive building facades, and entries to encourage walking, biking, and public transit as primary—not "alternative"—mobility modes.

Policy LC-2.3 Streetscape. Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.

Policy LC-2.4 Tree Planting. Require the planting of predominantly native and drought-tolerant trees that shade the sidewalks, buffer pedestrians from traffic, define the public spaces of streets, and moderate high temperatures and wind speeds throughout the city.

Policy LC-2.5 Gradual Transitions. Where adjacent to existing and planned residential housing, require that new development of a larger form or intensity, transition gradually to complement the adjacent residential uses.

Policy LC-2.8 Landscaping. Require development projects to incorporate high quality, predominantly native and drought-tolerant landscaping to extend and enhance the green space network of the city.

Goal LC-3 Fiscally Sustainable. A fiscally sound and sustainable City.

Policy LC-3.2 Community Benefit. Require a community benefit and economic analysis for large projects that abut existing neighborhoods or for any project at the maximum density, with a focus on resolving physical, economic, long-term fiscal, and aesthetic impacts.

Policy LC-3.3 Community Amenities. Balance the impacts of new development, density, and urbanization through the provision of a high-level of neighborhood and community amenities and design features.

Policy LC-3.8 Jobs-housing match. Encourage new employment generating uses and businesses that improve the jobs-housing match in the city.

Policy LC-3.10 Economic Synergy. Encourage businesses and development that will support and/or enhance the operations of existing businesses when complimentary to the General Plan Vision while discouraging new development and businesses that will have detrimental impacts to existing businesses and development.

Goal LC-5 Connected Corridors. A citywide network of transportation and open space corridors that provides a high level of connectivity for pedestrians, bicyclists, equestrians, motorists, and transit users.

Policy LC-5.1 Improved Street Network. Systematically extend and complete a network of complete streets to ensure a high-level of multi-modal connectivity within and between adjacent Neighborhoods, Centers and Districts. Plan and implement targeted improvements to the quality and number of pedestrian and bicycle routes within the street and trail network, prioritizing connections to schools, parks, and neighborhood activity centers.

Goal LC-7 Robust Districts. A series of unique, employment-oriented environments for a range of business activities, shopping and entertainment, arts and culture activities, and community events and gathering.

Policy LC-7.4 Compatibility. Discourage large industrial projects within 1,000 feet of existing and planned residential development.

Policy LC-7.6 Loading Docks. Require that parking lots, loading docks, outdoor storage, and processing, be located behind or beside buildings, not in front, and be screened from public views.

Open Space Chapter

Goal OS-1 Open Space. A complete, connected network of diverse parks, trails, and rural and natural open space that support a wide variety of recreational, educational and outdoor activities.

Policy OS-1.6 New Development. Ensure that new residential and non-residential developments provide adequate on- site recreational and open space amenities consistent with applicable General Plan land use designations, and the needs of new development.

Mobility And Access Chapter

Goal MA-2 Access for All. A safe, efficient, accessible, and equitable transportation system that serves the mobility needs of all users.

Policy MA-2.8 Facility Service Levels. Maintain level of service (LOS) D for priority modes on each street; LOS E or F may be acceptable at intersections or segments for modes that are not prioritized. The City will develop a list of intersections and roadways that are protected from this level of service policy where 1) maintaining the standard would be a disincentive to walking, biking or transit; 2) constructing facilities would prevent the City from VMT reduction goals or other priorities, and; 3) maintaining the standard would be incompatible with adjacent land uses and built forms.

Policy MA-2.14 Bicycle Facilities. Enhance bicycle facilities by maintaining and expanding the bicycle network, providing end-of-trip facilities (bike parking, lockers, showers), improving bicycle/transit integration, wayfinding signage, etc.

Goal MA-3 Safety. A transportation network that adapts to changing mobility needs while preserving sustainable community values.

Policy MA-3.4 Emergency Access. Prioritize development and infrastructure investments that work to implement, maintain, and enhance emergency access throughout the community.

Goal MA-4 Goods Movement. An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses.

Policy MA-4.1 Truck Network. Avoid designating truck routes that use collector or local streets that primarily serve residential uses and other sensitive receptors.

Goal MA-5 Sustainable Transportation. A transportation network that adapts to changing mobility needs.

Policy MA-5.1 Land Use Supporting Reduced VMT. Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.

Public Facilities and Services Chapter

Goal PF-5 Water-Related Infrastructure. Water and wastewater infrastructure facilities are available to support future growth needs and existing development.

Policy PF-5.2 Wastewater Treatment. Consult with the Inland Empire Utilities Agency and the Cucamonga Valley Water District (CVWD) to ensure that the treatment facility has sufficient capacity to meet future wastewater treatment needs.

Goal PF-6 Solid Waste. The volume of solid waste that enters regional landfills is minimized and the amount of recycling increased.

Policy PF-6.1 Recycling. Encourage Recycling and Organics collection and processing in all sectors of the community to divert items from entering landfills.

Goal PF-7 Utility Infrastructure. Protect and expand utility infrastructure in a sustainable and innovative manner to serve the current and future needs of the community while ensuring that natural and environmental resources are available for future generations.

Policy PF-7.3 Utility Equipment. To the extent possible, ensure that utility boxes, above-ground equipment, and utility entrances to buildings are located at the rear or side of the building, not the front. Ensure that utility boxes and other above-ground equipment do not block or impair the safe and effective use of trails, sidewalks, and streets.

Policy PF-7.6 Phasing of Public Facilities. Require new parks, open spaces, infrastructure, and other facilities be funded by and/ or provided by new development as necessary so as to ensure services can be provided to new development.

Resource Conservation Chapter

Goal RC-1 Visual Resources. A beautiful city with stunning views of the San Gabriel Mountains and the Inland Empire.

Policy RC-1.1 View Corridors. Protect and preserve existing signature public views of the mountains and the valleys along roadways, open space corridors, and at other key locations.

Policy RC-1.2 Orient toward View Corridors. Encourage new development to orient views toward view corridors, valley and mountains.

Policy RC-1.4 Dark Sky. Limit light pollution from outdoor sources, especially in the rural, neighborhood, hillside, and open spaces to maintain darkness for night sky viewing.

Policy RC-1.5 Transit Corridor Views. Require that new development along major transit routes and travel corridors include 360-project design and landscape or design screening of outdoor activity, and storage, including views from the transit routes and travel corridors.

Goal RC-2 Water Resources. Reliable, readily available, and sustainable water supplies for the community and natural environment.

Policy RC-2.1 Water Supplies. Protect lands critical to replenishment of groundwater supplies and local surface waters (Figure RC 3).

Policy RC-2.2 Groundwater Recharge. Preserve and enhance the existing system of stormwater capture for groundwater recharge.

Policy RC-2.3 Riparian Resources. Promote the retention and protection of natural stream courses from encroachment, erosion, and polluted urban runoff.

Policy RC-2.4 Waterways as Amenities. When considering new development applications and infrastructure improvements where waterways are on-site, adjacent, or nearby, incorporate the waterway into the design as a feature.

Policy RC-2.5 Water Conservation. Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.

Policy RC-2.6 Irrigation. Encourage the conversion of water-intensive turf/landscape areas to landscaping that uses climate- and wildfire appropriate native or non-invasive plants, efficient irrigation systems, greywater, and water efficient site maintenance.

Policy RC-2.7 Greywater. Allow and encourage the use of greywater to meet or offset on-site non-potable water demand.

Goal RC-3 Habitat Conservation. Wildlife habitats that support various plants, mammals, and other wildlife species.

Policy RC-3.1 Sensitive Habitat. Encourage the preservation of the integrity of sensitive land resources that have significant native vegetation and/or habitat value such as riparian habitat areas, creek corridors, Riversidean Alluvial Fan Sage Scrub (RAFSS), wetlands, and sensitive wildlife habitat that supports biological resources.

Policy RC-3.3 Wildlife Corridors. Encourage the creation, maintenance, and protection of open space areas that provide strategic wildlife corridors and vital connectivity between habitat areas.

Policy RC-3.4 Landscape Design. Encourage new development to incorporate native vegetation materials into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.

Policy RC-3.6 Grading and Vegetation Removal. Limit grading and vegetation removal of new development activities to the minimum extent necessary for construction and to reduce erosion and sedimentation.

Goal RC-4 Cultural Resources. A community rich with historic and cultural resources.

Policy RC-4.1 Disturbance of Human Remains. In areas where there is a high chance that human remains may be present, the City will require proposed projects to conduct a survey to establish occurrence of human remains, and measures to prevent impacts to human remains if found.

Policy RC-4.2 Discovery of Human Remains. Require that any human remains discovered during implementation of public and private projects within the city be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

Policy RC-4.3 Protected Sites. Require sites with significant cultural resources to be protected.

Policy RC-4.4 Preservation of Historic Resources. Encourage the preservation of historic resources, buildings, and landscapes.

Policy RC-4.5 Historic Buildings. Encourage the feasible rehabilitation and adaptive reuse of older buildings.

Policy RC-4.6 Paleontological Resources. Require any paleontological artifacts found within the city or the Sphere of Influence to be preserved, reported, and offered for curation at local museums or research facilities.

Goal RC-5 Local Air Quality. Healthy air quality for all residents.

Policy RC-5.1 Pollutant Sources. Minimize increases of new air pollutant emissions in the city and encourage the use of advance control technologies and clean manufacturing techniques.

Policy RC-5.2 Air Quality Land Use Compatibility. Avoid siting of homes, schools, hospitals, and childcare facilities and land uses within 500 feet of land uses that are considered large emitters.

Policy RC-5.3 Barriers and Buffers. Require design features such as site and building orientation, trees or other landscaped barriers, artificial barriers, ventilation and filtration, construction, and operational practices to reduce air quality impacts during construction and operation of large stationary and mobile sources.

Policy RC-5.4 Health Risk Assessment. Consider the health impacts of development of sensitive receptors within 500 feet of a freeway, rail line, arterial, collector or transit corridor sources using health risk assessments to understand potential impacts.

Policy RC-5.5 Impacts to Air Quality. Ensure new development does not disproportionately burden residents, due to age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, with health effects from air pollution. Prioritize resource allocation,

investments, and decision making that improves air quality for residents disproportionately burdened by air pollution because of historical land use planning decisions and overarching institutional and structural inequities.

Policy RC-5.6 Community Benefit Plan. Require that any land use generating or accommodating more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week, provide a community benefit plan demonstrating an offset to community impacts of the truck traffic.

Policy RC-5.8 New Localized Air Pollution Sources Near Existing Sensitive Receptors. Avoid placing land uses that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week within 1,000 feet of homes, schools, hospitals, and childcare facilities.

Policy RC-5.9 Truck Hook-Ups at New Industrial or Commercial Developments. Require new industrial or commercial developments at which heavy-duty diesel trucks idle on-site to install electric truck hook-ups in docks, bays, and parking areas.

Policy RC-5.11 Dust and Odor. Require new construction to include measures to minimize dust and odor during construction and operation.

Goal RC-6 Climate Change. A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.

Policy RC-6.8 Reduce Vehicle Trips. Require Transportation Demand Management (TDM) strategies, such as employer provided transit pass/parking credit, bicycle parking, bike lockers, highspeed communications infrastructure for telecommuting, and carpooling incentives, for large office, commercial, and industrial uses.

Policy RC-6.10 Green Building. Encourage the construction of buildings that are certified Leadership in Energy and Environmental Design (LEED) or equivalent, emphasizing technologies that reduce GHG emissions.

Policy RC-6.11 Climate-Appropriate Building Types. Encourage alternative building types that are more sensitive to and designed for passive heating and cooling within the arid environment found in Rancho Cucamonga.

Policy RC-6.12 Reduced Water Supplies. When reviewing development proposals, consider the possibility of constrained future water supplies and require enhanced water conservation measures.

Policy RC-6.13 Designing for Warming Temperatures. When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

Policy RC-6.14 Designing for Changing Precipitation Patterns. When reviewing development proposals, encourage applicants to consider stormwater control strategies and systems for

sensitivity to changes in precipitation regimes and consider adjusting those strategies to accommodate future precipitation regimes.

Policy RC-6.15 Heat Island Reductions. Require heat island reduction strategies in new developments such as light-colored paving, permeable paving, right-sized parking requirements, vegetative cover and planting, substantial tree canopy coverage, and south and west side tree planting.

Policy RC-6.16 Public Realm Shading. Strive to improve shading in public spaces, such as bus stops, sidewalks and public parks and plazas, through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies.

Policy RC-6.17 Offsite GHG Mitigation. Allow the use of creative mitigation efforts such as offsite mitigation and in lieu fee programs as mechanisms for reducing project-specific GHG emissions.

Goal RC-7 Energy. An energy efficient community that relies primarily on renewable and non-polluting energy sources.

Policy RC-7.2 New EV Charging. Require new multifamily residential, commercial, office, and industrial development to include charging stations, or include the wiring for them.

Policy RC-7.4 New Off-Road Equipment. When feasible, require that offroad equipment such as forklifts and yard tugs necessary for the operations of all new commercial and industrial developments be electric or fueled using clean fuel sources.

Policy RC-7.7 Sustainable Design. Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.

Policy RC-7.9 Passive Solar Design. Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.

Policy RC-7.10 Alternative Energy. Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

Policy RC-7.12 Solar Access. Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

Policy RC-7.15 Utility Preservation. Public and private development within the City, including multi-purpose trails, shall not interfere with safe and reliable transmission, storage, and generation of electricity. With the exception of utility infrastructure and other public improvements that do not interfere with such infrastructure, permanent structures are not allowed within utility corridors.

Safety Chapter

Goal S-1 Leadership. A city that is recognized for its leadership role in resilience and preparedness.

Policy S-1.3 Evacuation Capacity. Require new developments, redevelopments, and major remodels to enhance the City's evacuation network and facilities and comply with the City's Evacuation Assessment.

Policy S-1.5 Enhanced Circulation. In areas of the city with limited access routes and circulation challenges, require additional roads and improvements to ensure adequate emergency vehicle response and evacuation.

Policy S-1.6 Evacuation Road Widths. Require any roads used for evacuation purposes to provide at least 26 feet of unobstructed pavement width.

Goal S-2 Seismic and Geologic Hazards. A built environment that minimizes risks from seismic and geologic hazards.

Policy S-2.3: Seismically Vulnerable Buildings. Prioritize the retrofit by private property owners of seismically vulnerable buildings (including but not limited to unreinforced masonry, soft-story construction, and non-ductile concrete) as better information and understanding becomes available.

Goal S-3 Wildfire Hazards. A community where wildfire impacts are minimized or reduced through investments in planning and resilience.

Policy S-3.4 Buffer Zones. Require development projects to incorporate buffer zones as deemed necessary by the City's Fire Marshal for fire safety and fuel modification.

Policy S-3.5 Water Supply. All developments will meet fire flow requirements identified in the Fire Code.

Goal S-4 Flood Hazards. A community where developed areas are not impacted by flooding and inundation hazards.

Policy S-4.2 Flood Risk in New Development. Require all new development to minimize flood risk with siting and design measures, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and minimization of structures located in floodplains.

Policy S-4.4 Flood Infrastructure. Require new development to implement and enhance the Storm Drain Master Plan by constructing stormwater management infrastructure downstream of the proposed site.

Policy S-4.5 Property Enhancements. Require development within properties located adjacent, or near flood zones and areas of frequent flooding to reduce or minimize run-off and increase retention on-site.

Goal S-5 Emerging Hazards. A built environment that incorporates new data and understanding about changing hazard conditions and climate stressors.

Policy S-5.3 Soil Transport. Require that properties with high wind-blown soil erosion potential such as agricultural operations and construction sites prevent soil transport and dust generation wherever possible.

Policy S-5.4 Extreme Heat Vulnerabilities. Require that new developments, major remodels, and redevelopments address urban heat island issues and reduce urban heat island effects for the proposed project site and adjacent properties.

Policy S-5.5 Resilience Resources. Require new developments and redevelopments to incorporate resilience amenities such as, but not limited to community cooling centers, emergency supplies, and backup power that can be used by residents and businesses within a 1/4-mile radius of the location.

Policy S-5.6 Underground Utilities. Promote the under-grounding of utilities for new development, major remodels, and redevelopment.

Policy S-5.8 Climate Resiliency. Address climate resiliency and inequities through the planning and development process.

Policy S-5.9 Address High Winds. Require buildings and developments exposed to high wind conditions to incorporate design elements and features that minimize or reduce damage to people, structures, and the community.

Goal S-6 Human Caused Hazards. A community with minimal risk from airport hazards and hazardous materials.

Policy S-6.1 Planned Development. Promote development patterns that integrate Crime Prevention Through Environmental Design (CPTED) principles that reduce the potential for human-caused hazards.

Policy S-6.2 Neighboring Properties. Encourage properties that store, generate, or dispose of hazardous materials to locate such operations as far away as possible from areas of neighboring properties where people congregate.

Policy S-6.3 Site Remediation. Encourage and facilitate the adequate and timely cleanup of existing and future contaminated sites and the compatibility of future land uses.

Policy S-6.5 Height Restrictions. Require proposed developments within the Ontario Airport Influence Area meet the height requirements associated with FAR Part 77 standards.

Policy S-6.6 Development Near Airport. New development within the Ontario Airport Influence Area shall be consistent with the approved Airspace Protection Zones identified in the latest version of the Airport Land Use Compatibility Plan.

Policy S-6.7 Railroad Safety. Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.

Noise Chapter

Goal N-1 Noise. A city with appropriate noise and vibration levels that support a range of places from quiet neighborhoods to active, exciting districts.

Policy N-1.1 Noise Levels. Require new development to meet the noise compatibility standards identified in Table N-1.

Policy N-1.2 Noise Barriers, Buffers and Sound Walls. Require the use of integrated design-related noise reduction measures for both interior and exterior areas prior to the use of noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development.

Policy N-1.3 Non-Architectural Noise Attenuation. Non-architectural noise attenuation measures such as sound walls, setbacks, barriers, and berms shall be discouraged in pedestrian priority areas (or other urban areas or areas where pedestrian access is important).

Policy N-1.4 New Development Near Major Noise Sources. Require development proposing to add people in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, aircraft, industrial or other non-transportation noise sources) to conduct a project level noise analysis and implement recommended noise reduction measures.

Policy N-1.6 Rail Crossing Quiet Zones. Allow the establishment of a full or partial at-grade rail crossing or quiet zone near transit hubs or residential development.

Policy N-1.8 Vibration Impact Assessment. Require new development to reduce vibration to 85 VdB or below within 200 feet of an existing structure.

Rancho Cucamonga Development Code

Title 17 of the Rancho Cucamonga Municipal Code, the Rancho Cucamonga Development Code (Development Code), is an effort intended to protect and promote the public health, safety, morals, comfort, convenience, and general welfare of the City. The Development Code identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. As such, the Development Code only allows for development that is consistent with the General Plan Land Use Map and the programs and standards of the General Plan's Land Use Chapter. The stated purpose of the Development Code is to:

- Implement the goals and objectives of the general plan and to guide and manage the future growth of the city in accordance with such plan.
- Protect the physical, social, and economic stability of residential, commercial, industrial, and other land uses within the city to assure its orderly and beneficial development.
- Reduce hazards to the public resulting from the inappropriate location, use, or design of buildings and other improvements.
- Attain the physical, social, and economic advantages resulting from comprehensive and orderly land use and resource planning.

4.11.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for hazards and hazardous materials were derived from the Environmental Checklist in the State CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria.

- Physically divide an established community; or
- Cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning land use and planning. In addition, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts from land use and planning examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: review of project maps and drawings, analysis of aerial and ground-level photographs, and review of various data available in public records, including review of relevant local planning documents. The determination that a project component will or will not result in "substantial" adverse effects on land use and planning resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the project's components.

4.11.5 PROJECT IMPACTS AND MITIGATION

Impact 4.11-1: Would the Project physically divide an established community?

Level of Significance: Less than Significant Impact.

The Project would have a significant environmental impact if it were sufficiently large or otherwise configured in such a way as to create a physical barrier or other physical division within an established community. For example, the construction of a highway through an existing community would constrain travel from one side of the community to another, as well as the cohesiveness of that community.

As proposed, the Project would develop three warehouse buildings to include approximately 13,000 sf of office space and 1,019,090 sf of warehouse space for a total of 1,032,090 sf. The Project would include the demolition of all existing structures on-site, excepting the (1) ±1,260 SF residential building located at 8803 Baker Avenue (see Historical Building/8803 Baker Avenue section above), and (2) the existing cell tower located approximately 300 linear feet west of Vineyard Avenue along the Project's southern property line.

The Project would not introduce any new roadways or infrastructure that would bisect or transect the existing Project area. Vehicular access to the Project would consist of six Project driveways, one on 9th Street, two on Vineyard Avenue, and three on Baker Avenue. All entrances to the site would be unsignalized. Street improvements would also be made to Vineyard Avenue, 9th Street, and Baker Avenue along the Project frontage to include improvements which would consist of sidewalk, parkway landscaping, curb & gutter, dry utility undergrounding, street lights, fire hydrants, rehabilitation of existing

asphalt pavement, off-site utility connections, and signing and striping as required. Additionally, the Project would also improve the following off-site intersections in order to ensure adequate circulation around the Project site: (1) southwest corner of 9th St. and Vineyard Ave., (2) northwest corner of 8th St. and Vineyard Ave., (3) southwest corner of 8th St. and Vineyard Ave., (4) northwest corner of 8th St. and Baker Ave., and (5) northeast corner of 8th St. and Baker Ave. The planned improvements at the aforementioned off-site intersections would consist of: modification of existing curb returns and ADA ramps, relocation/modification of existing traffic signal facilities, additional curb & gutter, additional sidewalk, asphalt pavement or resurfacing, and street restriping.

The Project would not result in physically dividing an established community because the Project would be located within the city limits and is adjacent to existing properties similarly designated for Industrial Park, Neo-Industrial, Medium Density Residential, General Commercial, and Low Density Residential land uses. Additionally, the Project proposes to amend the zoning designation for Building 2 and 3 from Neo-Industrial (NI) to Industrial Park (IP) reducing potential uses to the most restrictive industrial uses and further reducing impacts to residential properties adjacent to the site. The Project does not include the construction or alteration of roadways that would disrupt adjacent residential uses. The Project does not propose features such as a highway or above ground infrastructure that preclude or impede movement through the Project site, such that a permanent disruption in the physical arrangement of the surrounding community or isolation of that community would occur. While new development, improvements, and intensification of the Project area would occur, implementation of the Project would not physically divide an established community and impacts would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.11-2: Would the Project cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Level of Significance: Less than Significant Impact.

GENERAL PLAN CONSISTENCY ANALYSIS

The City's General Plan land use policies intend for development to preserve the nature of existing neighborhoods by discouraging incompatible activities (see Goal LC-1 and Policies LC-1.2, 1.11). Policy LC-1.2 and LC-1.11 strongly encourage development that is compatible with surrounding uses and implemented within the ranges specified in the General Plan. The Project would develop on land designated for Neo-Industrial Employment District, with a proposed Zoning Map Amendment (ZMA) to change the zoning designation of the southwest parcels (APN 0207-271-25, 0207-271-39, and 0207-271-40) to Industrial Park (IP). The proposed ZMA would cause the Project's proposed Building 2 and Building 3 to be subject to the City's most restrictive industrial development standards (IP Zoning Designation) and list of permitted uses, resulting in increased compatibility with the nearby residential land use designations. Policies related to Goal LC-1 promote gradual transitions, active frontages, and landscaping that contribute positively to the surrounding residential neighborhood areas; facilitate effective use of land constrained by challenging parcel sizes and dimensions; and encourage consolidation of parcels to provide greater development flexibility (Policy LC-1.11). The Project would consolidate nine

(9) irregularly-shaped parcels into four parcels and would develop three industrial warehouses in the Neo-Industrial Employment District land use area on a site that is directly adjacent to industrial uses to the north, south and east. Although some residential uses are located to the west and north of the Project, the Project would site the trailer parking and loading docks for the closest structure, Building 3, on the east side of the building, with the building acting as a buffer between the loading docks and the residential uses west of Baker Avenue. The Project would also effectively use land constrained by the Cucamonga Creek to the east and the BNSF railway to the south. The consolidation of the parcels would allow for development that is consistent with the majority of the uses in the surrounding area on a constrained site.

Goal LC-2 and Policies LC-2.1, 2.2, 2.5, 2.8, and 2.9 encourage the development of sustainable and attractive infill development that is designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort. These policies require that infill development be designed for pedestrians and automobiles equally, provide connections to transit and bicycle facilities, and provide direct pedestrian connections between development projects where possible. The Project would include street improvements such as new sidewalks, curbs and gutter and new parkway landscaping, which would enhance pedestrian connectivity in the vicinity of the Project. The Project would not disrupt or discourage access to transit, and would provide 20 short term and 20 long term bike parking spaces (10% of provided automobile parking) and bike racks to encourage the use of bicycle facilities.

Goal LC-3 and Policies LC-3.2 3.5, 3.6, 3.7, 3.8, and 3.10 encourage sustainable development patterns that link transportation improvements and planned growth, create a healthy balance of jobs and housing, and protect the natural environment. Consistent with these goals and policies, the Project would provide new employment opportunities within the City and would contribute to the mix of available employment, creating diverse employment options. The Project would build on a partially vacant and underutilized site.

Goal LC-7 and Policies LC-7.4, 7.5, and 7.6 promote the stability of residential neighborhoods by encouraging the reduction of industrial development and truck traffic in residential areas or on residential streets; As further discussed in *Section 4.16, Transportation and Traffic,* the Project would utilize existing truck routes and comply with City regulations to minimize impacts of truck traffic to nearby residential uses. Moreover, the Project would be conditioned to only permit (1) trucks exiting onto Baker Avenue to proceed south toward 8th Street (away from residential communities and toward designated truck routes) and (2) trucks exiting onto 9th Street to proceed east toward Vineyard Avenue (away from residential communities and toward designated truck routes). Furthermore, the Project would improve existing infrastructure with roadway, sidewalk and related traffic improvements along Vineyard Avenue, 9th Street, and Baker Avenue. As discussed further in *Section 4.5, Cultural Resources,* the historically significant building located on the western portion of the Project site would be preserved and rehabilitated into a community center for the adjacent residential communities in compliance with the Certificate of Appropriateness. The Certificate of Appropriateness would be reviewed with the discretionary permit applications in conformance with the City's Historic Preservation Ordinance.

Project consistency with relevant General Plan policies for land use and planning are addressed in *Table 4.11-2, General Plan Consistency Table*, below.

Table 4.11-2: General Plan Consistency

General Plan Policy	Project Consistency
LAND USE AND COMMUNITY CHARACTER CHAPTER	
Goal LC-1: A City Of Places*. A beautiful city with a diversity and balance of unique and well-connected places.*	
Policy LC-1.2: Quality of Place. Ensure that new infill development is compatible with the existing, historic, and envisioned future character and scale of each neighborhood.	**Consistent:** The Project would be developed with three industrial buildings to complement the existing industrial buildings on the north and south side of the Project. The proposed Building 3, which is adjacent to residential properties on the west side of Baker Avenue, would be setback beyond what is required by the City's Development Code and would oriented so that the truck court is on the west side of the building, away from the residential properties. Further, a historically significant building exists within the western portion of the Project site would be preserved through a Certificate of Appropriateness in compliance with the City's Historic Preservation Ordinance. The historically significant building is further discussed in *Section 4.5, Cultural Resources*.
Policy LC-1.3: Quality of Public Space. Require that new development incorporate the adjacent street and open space network into their design to soften the transition between private and public realm and creating a greener more human-scale experience.	**Consistent:** The Project would improve Baker Avenue, 9th Street, and Vineyard Avenue along the Project frontage to be in compliance with the City's standard design for each street classification. Further, landscaping would be implemented along the perimeter of the Project site to create a natural buffer between the Project and surrounding uses. Visual improvements are further described in *Section 4.1, Aesthetics*.
Policy LC-1.4: Connectivity and Mobility. Work to complete a network of pedestrian- and bike-friendly streets and trails, designed in concert with adjacent land uses, using the public realm to provide more access options**.**	**Consistent:** The Project would improve connectivity and mobility by including the addition of sidewalks where not presently available. Project design features, including sidewalks are further described in *Section 3.0, Project Description* and, *Section 4.16, Transportation and Traffic.*
Policy LC-1.7: Design for Safety. Require the use of Crime Prevention Through Environmental Design (CPTED) techniques such as providing clear lines of sight, appropriate lighting, and wayfinding signs to ensure that new development is visible from public areas and easy to navigate.	**Consistent:** The Project would implement safety measures to minimize crime hazards. These measures include nighttime security lighting and avoiding landscaping which would limit sightlines, clear sightlines into the facility parking areas, and use of clearly identifiable points of entry. Safety features are further described in *Section 4.15, Public Services and Recreation*.
Policy LC-1.8: Public Art. Require new construction to integrate public art in accordance with the City Public Arts Program.	**Consistent:** The project would be in compliance with the City's Public Art Program through either the installation of public art on the project site, or an in lieu fee payment to the City for the installation of future public art.
Policy LC-1.9: Infill Development. Enable and encourage infill development within vacant and underutilized properties through flexible design requirements and potential incentives.	**Consistent:** The Project would occupy a previously vacant/underutilized area of the City with uses consistent with the established land use and zoning.

General Plan Policy	Project Consistency
Policy LC-1.11: Compatible Development. Allow flexibility in density and intensity to address specific site conditions and ensure compatibility of new development with adjacent context.	**Consistent:** The Project would develop on land designated for Neo-Industrial Employment District, with a proposed Zoning Map Amendment (ZMA) to change the zoning designation of the southwest parcels (APN 0207-271-25, 0207-271-39, and 0207-271-40) from Neo-Industrial (NI) to Industrial Park (IP) in order to minimize the industrial uses permitted adjacent to the residential properties on the west side of Baker Avenue opposite the Project.
Policy LC-1.12: Adaptive Reuse. Support the adaptive reuse of historic properties consistent with neighborhood character.	**Consistent:** See response to Policy LC-1.2 above. The historically significant building is further discussed in *Section 4.5, Cultural Resources*.
Policy LC-1.13: Improved Public Realm. Require that new development extend the "walkable public realm" into previously vacant and/or parking lot-dominant large single-use parcels of land.	**Consistent:** Sidewalks will be provided where not presently available and landscaping would be provided where the Project fronts the three adjacent streets. Refer to *Exhibit 3.6, Conceptual Landscape Plan*.
Policy LC-1.16: Healthy Development. Ensure that the design and development of our communities supports the health and well-being of our residents. Use the Healthy Development Checklist, or similar assessment tool, to assess the overall health performance and supportiveness of new development projects.	**Consistent:** A Health Risk Assessment was created for the Project in June 2021 to analyze potential risks associated with toxic air contaminants associated with the implementation of the Project. The Health Risk Assessment is included in *Appendix B* of this EIR.
Goal LC-2: HUMAN SCALED*. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.*	
Policy LC-2.1: Building Orientation. Require that buildings be sited near the street and organized with the more active functions—entries, lobbies, bike parking, offices, employee break rooms and outdoor lunch areas—facing toward and prominently visible from the street and visitor parking areas.	**Consistent:** The Project would include the development of three warehouse buildings sited adjacent to three roadways (Baker Avenue, 9th Street, and Vineyard Avenue) with driveways connected to each roadway, bicycle parking, and outdoor employee break areas at each building. *Section 3.0, Project Description* provides a summary of the building designs associated with the Project.
Policy LC-2.2: Active Frontages. Require new development abutting streets and other public spaces to face the public realm with attractive building facades, and entries to encourage walking, biking, and public transit as primary—not "alternative"—mobility modes.	**Consistent:** The Project would be designed with high-quality building elevations inclusive of glass/glazing and panel articulation along each of the surrounding public streets. Furthermore, the Project would include landscaping surrounding as a perimeter which would act as an aesthetically pleasing buffer to existing uses. Visual characteristics are further discussed in *Section 4.1, Aesthetics*.
Policy LC-2.3: Streetscape. Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.	**Consistent:** Landscaping, street lighting, and sidewalks would be provided along each of the three (3) streets abutting the Project. Refer to *Exhibit 3.6, Conceptual Landscape Plan*. Landscape and streetscape features are further described in *Section 4.1, Aesthetics*.

General Plan Policy	Project Consistency
Policy LC-2.4: Tree Planting. Require the planting of predominantly native and drought-tolerant trees that shade the sidewalks, buffer pedestrians from traffic, define the public spaces of streets, and moderate high temperatures and wind speeds throughout the city.	**Consistent:** The Project would include predominantly native and drought-tolerant trees as shown on *Exhibit 3.6*, *Conceptual Landscape Plan* and further discussed in *Section 4.1, Aesthetics*.
Policy LC-2.5: Gradual Transitions. Where adjacent to existing and planned residential housing, require that new development of a larger form or intensity, transition gradually to complement the adjacent residential uses.	**Consistent:** The Project site is adjacent to existing residential uses to the west. The conversion of the existing historically-significant building located at 8803 Baker Avenue into a neighborhood community center via the Certificate of Appropriateness process, coupled with a large building setback serve as a gradual transition between the existing residential and the proposed industrial Project. Moreover, to minimize the impacts to the residential to the west, the Project is changing the zoning designation of APN 0207-271-25, 0207-271-39, and 0207-271-40 from Neo-Industrial (NI) to Industrial Park (IP). Further, landscaping would be provided to create a more natural buffer between the Project area and existing uses. Visual characteristics are further discussed in *Section 4.1, Aesthetics*.
Policy LC-2.8: Landscaping. Require development projects to incorporate high quality, predominantly native and drought-tolerant landscaping to extend and enhance the green space network of the city.	**Consistent:** Approximately 12 percent of the Project area would be devoted to landscaping in accordance with the City's Municipal Code Section 17.36.040, which specifies landscape design guidelines for industrial districts. *Landscaping is described in Section 3.0, Project Description* and shown on *Exhibit 3.6, Conceptual Landscape Plan*.
Goal LC-3: Fiscally Sustainable. *A fiscally sound and sustainable City.*	
Policy LC-3.2: Community Benefit. Require a community benefit and economic analysis for large projects that abut existing neighborhoods or for any project at the maximum density, with a focus on resolving physical, economic, long-term fiscal, and aesthetic impacts.	**Consistent:** The Applicant will work with the City to comply with any Community Benefit requirements caused by the Project's proposed industrial uses in close proximity to residential communities.
Policy LC-3.3: Community Amenities. Balance the impacts of new development, density, and urbanization through the provision of a high-level of neighborhood and community amenities and design features.	**Consistent:** The Project would dedicate approximately 0.5 acres and renovate the existing historically significant building located at 8803 Baker Avenue into a community center to serve the nearby residential communities.
Policy LC-3.8: Jobs-housing match. Encourage new employment generating uses and businesses that improve the jobs-housing match in the city.	Consistent: The City has an existing job to housing ratio of 1.6, or 1.6 jobs to each housing unit. This Project would serve to increase that ratio. Economic characteristics are further discussed in *Section 4.14, Population and Housing*.
Policy LC-3.10: Economic Synergy. Encourage businesses and development that will support and/or enhance the operations of existing businesses when complimentary to the General Plan Vision while discouraging new development and businesses that will have detrimental impacts to existing businesses and development.	**Consistent:** The Project is speculative in nature; the end user/business(es) are not known at this time. However, the uses of the end user would be consistent with those permitted within the Project's Industrial Park (IP) and Neo-Industrial (NI) zoning designations.

General Plan Policy	Project Consistency
Goal LC-5: Connected Corridors. *A citywide network of transportation and open space corridors that provides a high level of connectivity for pedestrians, bicyclists, equestrians, motorists, and transit users.*	
Policy LC-5.1: Improved Street Network. Systematically extend and complete a network of complete streets to ensure a high-level of multi-modal connectivity within and between adjacent Neighborhoods, Centers and Districts. Plan and implement targeted improvements to the quality and number of pedestrian and bicycle routes within the street and trail network, prioritizing connections to schools, parks, and neighborhood activity centers.	**Consistent:** The Project would improve the adjacent public streets to the City's required standards along the Project frontage.
Goal LC-7: Robust Districts*. A series of unique, employment-oriented environments for a range of business activities, shopping and entertainment, arts and culture activities, and community events and gathering.*	
Policy LC-7.4: Compatibility. Discourage large industrial projects within 1,000 feet of existing and planned residential development.	**Consistent:** Although within 1,000 feet of existing residential properties, the Project would (1) include ample landscaped setbacks, dedicate land and the existing improvements and renovate an existing historically-significant building into a community center for the adjacent residential communities, orient the building so that the trucks are secured on the east side of the building away from residential, and require truck traffic to be directed away from the existing residential. Moreover, to minimize the impacts to the residential to the west, the Project is changing the zoning designation of APN 0207-271-25, 0207-271-39, and 0207-271-40 from Neo-Industrial (NI) to Industrial Park (IP). See *Section 4.11, Land Use and Planning* for further discussion of land use compatibility.
Policy LC-7.6: Loading Docks. Require that parking lots, loading docks, outdoor storage, and processing, be located behind or beside buildings, not in front, and be screened from public views.	**Consistent:** All parking lots on the Project site would include ample landscaping, and all loading docks would be screened from public view. See *Exhibit 3.3, Master Site Plan and Exhibit 3.6, Conceptual Landscape Plan*.
OPEN SPACE CHAPTER	
Goal OS-1: Open Space. *A complete, connected network of diverse parks, trails, and rural and natural open space that support a wide variety of recreational, educational, and outdoor activities.*	
Policy OS-1.6: New Development. Ensure that new residential and non-residential developments provide adequate on-site recreational and open space amenities consistent with applicable General Plan land use designations, and the needs of new development.	**Consistent:** The Project would include outdoor employee break areas at each of the three (3) proposed buildings.
MOBILITY AND ACCESS CHAPTER	
Goal MA-2: Access for All. *A safe, efficient, accessible, and equitable transportation system that serves the mobility needs of all users.*	

General Plan Policy	Project Consistency
Policy MA-2.8: Facility Service Levels. Maintain level of service (LOS) D for priority modes on each street; LOS E or F may be acceptable at intersections or segments for modes that are not prioritized. The City will develop a list of intersections and roadways that are protected from this level of service policy where 1) maintaining the standard would be a disincentive to walking, biking or transit; 2) constructing facilities would prevent the City from VMT reduction goals or other priorities, and; 3) maintaining the standard would be incompatible with adjacent land uses and built forms.	**Consistent:** As concluded in *Section 4.16, Transportation and Traffic*, the Project would be consistent with the analyses conducted for the Circulation Element of the Rancho Cucamonga General Plan in terms of LOS. Furthermore, the Project would generate a VMT below the City's established threshold.
Policy MA-2.12: Transportation Demand Management. Require new projects to implement Transportation Demand Management strategies, such as employer provided transit pass/parking credit, high-speed communications infrastructure for telecommuting, carpooling incentives, etc.	**Consistent:** The Project will comply with all applicable TDM measures required by the City's applicable code. Transportation impacts are further discussed in *Section 4.16, Transportation and Traffic*.
Policy MA-2.14: Bicycle Facilities. Enhance bicycle facilities by maintaining and expanding the bicycle network, providing end-of-trip facilities (bike parking, lockers, showers), improving bicycle/transit integration, wayfinding signage, etc.	**Consistent:** The Project would provide bike racks in accordance with applicable code, and be in compliance with the applicable Transportation Demand Management (TDM) measures required.
***Goal MA-3: Safety**. A transportation network that adapts to changing mobility needs while preserving sustainable community values.*	
Policy MA-3.4: Emergency Access. Prioritize development and infrastructure investments that work to implement, maintain, and enhance emergency access throughout the community.	**Consistent:** As discussed in *Section 4.9, Hazards and Hazardous Materials*, the Project was analyzed for its consistency the City's established Local Hazard Mitigation Plan, Emergency Operations Plan, Emergency Management Program, and the Ready RC disaster preparedness manual. It was concluded that the Project would not modify or impede existing emergency routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. Hazards and emergency response are further discussed in *Section 4.9, Hazards and Hazardous Materials* and *Section 4.15, Public Services and Recreation*.
***Goal MA-4: Goods Movement.** An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses.*	
Policy MA-4.1: Truck Network. Avoid designating truck routes that use collector or local streets that primarily serve residential uses and other sensitive receptors.	**Consistent:** Project-related trucks would be required to utilize the designated truck routes identified in the City's General Plan, and directed away from all sensitive receptors. Project off-site improvements would improve traffic conditions in the nearby roadway network. Truck routes are further discussed in *Section 4.16, Transportation and Traffic*.

General Plan Policy	Project Consistency
Goal MA-5: Sustainable Transportation. *A transportation network that adapts to changing mobility needs.*	
Policy MA-5.1: Land Use Supporting Reduced VMT. Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.	**Consistent:** See response to Policy MA-2.8 above. The Project's Year 2016 and Year 2040 Production/Attraction (P/A) VMT per Service Population (SP) are both less than City baseline P/A VMT per SP. As such, the Project generated VMT is less than significant based on City of Rancho Cucamonga's recommended thresholds. VMT standards are further discussed in *Section 4.16, Transportation and Traffic*.
PUBLIC FACILITIES AND SERVICES CHAPTER	
Goal PF-5: Water-Related Infrastructure. *Water and wastewater infrastructure facilities are available to support future growth needs and existing development.*	
Policy PF-5.2: Wastewater Treatment. Consult with the Inland Empire Utilities Agency and the Cucamonga Valley Water District (CVWD) to ensure that the treatment facility has sufficient capacity to meet future wastewater treatment needs.	**Consistent:** Wastewater generated by the Project would be collected by CVWD and treated by IEUA. It was determined that the existing Regional Water Recycling Plants (RPs) would have more than adequate capacity to treat all increases in wastewater generation for buildout of the General Plan and, therefore, the Project. Utility demands are further discussed in *Section 4.18, Utilities and Service Systems*.
Goal PF-6: Solid Waste. *The volume of solid waste that enters regional landfills is minimized and the amount of recycling increased.*	
Policy PF-6.1: Recycling. Encourage Recycling and Organics collection and processing in all sectors of the community to divert items from entering landfills.	**Consistent:** The Project would comply with all applicable City code requirements related to waste recycling, organics, and waste processing. Solid waste generation is further discussed in *Section 4.18, Utilities and Service Systems*.
Goal PF-7: Utility Infrastructure. *Protect and expand utility infrastructure in a sustainable and innovative manner to serve the current and future needs of the community while ensuring that natural and environmental resources are available for future generations.*	
Policy PF-7.3: Utility Equipment. To the extent possible, ensure that utility boxes, above-ground equipment, and utility entrances to buildings are located at the rear or side of the building, not the front. Ensure that utility boxes and other above-ground equipment do not block or impair the safe and effective use of trails, sidewalks, and streets.	**Consistent:** The Project would comply with all applicable sections in the City's development code pertaining to utility equipment. Further, no improvements are planned which would block or impair sidewalks to accommodate utility infrastructure. Utility demands are further discussed in *Section 4.18, Utilities and Service Systems*.
Policy PF-7.6: Phasing of Public Facilities. Require new parks, open spaces, infrastructure, and other facilities be funded by and/ or provided by new development as necessary so as to ensure services can be provided to new development.	**Consistent.** The Project is required to pay all required Development Impact Fees (DIFs) as adopted by City Ordinance. Development Impact Fees are further discussed in Section 4.15, Public Services and Recreation.
RESOURCE CONSERVATION CHAPTER	
Goal RC-1 Visual Resources. *A beautiful city with stunning views of the San Gabriel Mountains and the Inland Empire.*	
Policy RC-1.1: View Corridors. Protect and preserve existing signature public views of the mountains and the valleys along roadways, open space corridors, and at other key locations.	**Consistent:** The Project site is not identified as a visually sensitive area. Because of the distance from scenic vistas, the Project site would not obstruct any views. Scenic resources are further discussed in *Section 4.1, Aesthetics*.

General Plan Policy	Project Consistency
Policy RC-1.2: Orient toward View Corridors. Encourage new development to orient views toward view corridors, valley and mountains.	**Consistent:** The Project site is in the San Gabriel and San Bernardino Mountain's foreground. Views from the Project site would also allow for northward views across 9th Street and towards the mountains. Scenic resources are further discussed in *Section 4.1, Aesthetics*.
Policy RC-1.4: Dark Sky. Limit light pollution from outdoor sources, especially in the rural, neighborhood, hillside, and open spaces to maintain darkness for night sky viewing.	**Consistent:** Temporary lighting to illuminate the Project construction site would be directed to maximize site visibility and minimize glare to sensitive receptors. Additionally, all permanent lighting will either be shielded or directed in a downward direction to avoid light pollution or encroachment onto the adjacent properties. Visual resources are further discussed in *Section 4.1, Aesthetics*.
Policy RC-1.5: Transit Corridor Views. Require that new development along major transit routes and travel corridors include 360-project design and landscape or design screening of outdoor activity, and storage, including views from the transit routes and travel corridors.	**Consistent:** The Project employs 360-degree architectural design features and screens all truck courts from public ROW. Transit and roadways are discussed further in *Section 4.16, Transportation and Traffic*.
Goal RC-2: Water Resources. *Reliable, readily available, and sustainable water supplies for the community and natural environment.*	
Policy RC-2.1: Water Supplies. Protect lands critical to replenishment of groundwater supplies and local surface waters (Figure RC-3).	**Consistent:** A geotechnical investigation was performed for the Project site and determined that groundwater, if any, exists at a depth greater than three hundred feet. Additionally, the Project design includes permeable landscape areas and below-ground storm drain chambers to treat and infiltrate storm drain waters to replenish any existing groundwater. Groundwater impacts are further discussed in *Section 4.10, Hydrology and Water Quality*.
Policy RC-2.2: Groundwater Recharge. Preserve and enhance the existing system of stormwater capture for groundwater recharge.	**Consistent:** See response to Policy RC-2.1 above.
Policy RC-2.3: Riparian Resources. Promote the retention and protection of natural stream courses from encroachment, erosion, and polluted urban runoff.	**Consistent:** the Project would permanently impact approximately 0.01 acres of non-wetland water of the U.S/State and intermittent streambed as the Project would be installing an approximately 66 to 78-inch-wide public storm drain line that would connect to the concrete-lined Cucamonga Creek. Mitigation is proposed to minimize the effects associated with these actions, including the retention of an NPDES permit, an SWPPP, and a WQMP. Further permits would be sought from the USACE, RWQCB, and CDFW. Impacts to natural streams and jurisdictional waters are discussed in *Section 4.10, Hydrology and Water Quality*, and *Section 4.4, Biological Resources*.
Policy RC-2.4: Waterways as Amenities. When considering new development applications and infrastructure improvements where waterways are on-site, adjacent, or nearby, incorporate the waterway into the design as a feature.	**Consistent:** See response to Policy RC-2.3 above.

General Plan Policy	Project Consistency
Policy RC-2.5: Water Conservation. Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.	**Consistent:** The Project would comply with State and Local regulations regarding water conservation. Water regulations are further referenced in *Section 4.18, Utilities and Service Systems*.
Policy RC-2.6: Irrigation. Encourage the conversion of water-intensive turf/landscape areas to landscaping that uses climate- and wildfire appropriate native or non-invasive plants, efficient irrigation systems, greywater, and water efficient site maintenance.	**Consistent:** The Project would include landscaping that is in accordance with all City Development Code requirements pertaining to plant species and efficient irrigation systems.
Policy RC-2.7: Greywater. Allow and encourage the use of greywater to meet or offset on-site non-potable water demand.	**Consistent:** The Project would comply with all City requirements related to the use of greywater (if readily available). Water sources are further discussed in *Section 4.18, Utilities and Service Systems*.
Goal RC-3: Habitat Conservation. *Wildlife habitats that support various plants, mammals, and other wildlife species.*	
Policy RC-3.1: Sensitive Habitat. Encourage the preservation of the integrity of sensitive land resources that have significant native vegetation and/or habitat value such as riparian habitat areas, creek corridors, Riversidean Alluvial Fan Sage Scrub (RAFSS), wetlands, and sensitive wildlife habitat that supports biological resources.	**Consistent:** The Project site is highly disturbed and dominated by non-native vegetation. Sensitive species and habitats are, therefore, unlikely to occur on-site. However, in order to remain vigilant, Project development would include the retention of a qualified arborist to oversee tree removal and a qualified biologist to conduct a BUOW absence survey prior to construction commencement. Sensitive habitats are discussed in *Section 4.4, Biological Resources*.
Policy RC-3.3: Wildlife Corridors. Encourage the creation, maintenance, and protection of open space areas that provide strategic wildlife corridors and vital connectivity between habitat areas.	**Consistent:** The Project site is not located within a known migratory wildlife corridor nor serves as wildlife nursery site. Wildlife movement is further discussed in *Section 4.4, Biological Resources*.
Policy RC-3.4: Landscape Design. Encourage new development to incorporate native vegetation materials into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.	**Consistent:** The Project would include landscaping that is in accordance with all City Development Code requirements pertaining to plant species.
Policy RC-3.6: Grading and Vegetation Removal. Limit grading and vegetation removal of new development activities to the minimum extent necessary for construction and to reduce erosion and sedimentation.	**Consistent:** The Project would adhere to an erosion control plan and Water Quality Management Plan (WQMP) approved by the City to limit the effects of erosion that may stem from Project implementation.
Goal RC-4: Cultural Resources. *A community rich with historic and cultural resources.*	
Policy RC-4.1: Disturbance of Human Remains. In areas where there is a high chance that human remains may be present, the City will require proposed projects to conduct a survey to establish occurrence of human remains, and measures to prevent impacts to human remains if found.	**Consistent:** The Project site has been previously developed and therefore the discovery of new human remains is unlikely. However, mitigation is proposed regarding the unexpected discovery of human remains, their subsequent care and removal, and the notification of tribal and City agencies. Human remains are discussed in *Section 4.5, Cultural Resources*.

General Plan Policy	Project Consistency
Policy RC-4.2: Discovery of Human Remains. Require that any human remains discovered during implementation of public and private projects within the city be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.	**Consistent:** See response to Policy RC-4.1 above. Human remains discovered on the site would be handled in a manner consistent with regulations such as the California Native American Graves Protection and Repatriation Act. Human remains are discussed in *Section 4.5, Cultural Resources*.
Policy RC-4.3: Protected Sites. Require sites with significant cultural resources to be protected.	**Consistent:** The Project includes a historically-significant building fronting on Baker Avenue (8803 Baker Avenue), which is planned to be rehabilitated into a community center for the adjacent residential communities via an approved Certificate of Appropriateness process. Culturally significant resources are discussed in *Section 4.5, Cultural Resources.*
Policy RC-4.4: Preservation of Historic Resources. Encourage the preservation of historic resources, buildings, and landscapes.	**Consistent:** See response to Policy LC-4.3 above. Culturally significant resources are discussed in *Section 4.5, Cultural Resources.*
Policy RC-4.5: Historic Buildings. Encourage the feasible rehabilitation and adaptive reuse of older buildings.	**Consistent:** See response to Policy LC-4.3 above. Culturally significant resources are discussed in *Section 4.5, Cultural Resources.*
Policy RC-4.6: Paleontological Resources. Require any paleontological artifacts found within the city or the Sphere of Influence to be preserved, reported, and offered for curation at local museums or research facilities.	**Consistent:** The Project will comply with applicable requirements related to paleontological resources, consistent with Section 4.7, *Geology and Soils.* Due to its previously developed state, no significant paleontological resources are expected to occur on the Project site. Paleontologically significant resources are discussed in *Section 4.7, Geology and Soils.*
Goal RC-5: Local Air Quality. *Healthy air quality for all residents.*	
Policy RC-5.1: Pollutant Sources. Minimize increases of new air pollutant emissions in the city and encourage the use of advance control technologies and clean manufacturing techniques.	**Consistent:** Analysis conducted for the Project concluded that emissions stemming from Project implementation would not exceed SCAQMD thresholds for any criteria air pollutants. Air Quality is further discussed in *Section 4.3, Air Quality*.
Policy RC-5.3: Barriers and Buffers. Require design features such as site and building orientation, trees or other landscaped barriers, artificial barriers, ventilation and filtration, construction, and operational practices to reduce air quality impacts during construction and operation of large stationary and mobile sources.	**Consistent:** Landscaping within the Project site would cumulatively exceed the minimum required by the City's Development Code. Air Quality impacts are further discussed in *Section 4.3, Air Quality.*
Policy RC-5.4: Health Risk Assessment. Consider the health impacts of development of sensitive receptors within 500 feet of a freeway, rail line, arterial, collector or transit corridor sources using health risk assessments to understand potential impacts.	**Consistent:** A Health Risk Assessment was completed for the Project in June 2021, which determines that Project impacts were less than significant. Air Quality impacts are further discussed in *Section 4.3, Air Quality.*

General Plan Policy	Project Consistency
Policy RC-5.5: Impacts to Air Quality. Ensure new development does not disproportionately burden residents, due to age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, with health effects from air pollution. Prioritize resource allocation, investments, and decision making that improves air quality for residents disproportionately burdened by air pollution because of historical land use planning decisions and overarching institutional and structural inequities.	**Consistent:** The EIR analyzed Air Quality impacts associated with Project. These impacts were found to be less than significant with the implementation of proposed mitigation measures. Air Quality impacts are further discussed in *Section 4.3, Air Quality.*
Policy RC-5.6: Community Benefit Plan. Require that any land use generating or accommodating more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week, provide a community benefit plan demonstrating an offset to community impacts of the truck traffic.	**Consistent:** The Project will prepare a Community Benefit Plan in accordance with the City's General Plan and Development Code requirements to offset community impacts caused by the Project's forecasted truck traffic. Traffic impacts are further discussed in *Section 4.16, Transportation and Traffic*.
Policy RC-5.8: New Localized Air Pollution Sources Near Existing Sensitive Receptors. Avoid placing land uses that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week within 1,000 feet of homes, schools, hospitals, and childcare facilities.	**Consistent:** Although sensitive receptors are located within 1,000 feet of the Project site, the Project thoroughly analyzed the air quality impacts of the Project and concluded the impacts were less than significant with mitigation incorporated. Air Quality impacts of the Project are further discussed in *Section 4.3, Air Quality.*
Policy RC-5.9: Truck Hook-Ups at New Industrial or Commercial Developments. Require new industrial or commercial developments at which heavy-duty diesel trucks idle on-site to install electric truck hook-ups in docks, bays, and parking areas.	**Consistent:** The Project would comply with all applicable code requirements related to truck hook-ups on the Project site. Energy usage is further discussed in *Section 4.6, Energy*.
Policy RC-5.11: Dust and Odor. Require new construction to include measures to minimize dust and odor during construction and operation.	**Consistent:** The Project proposes mitigation measures which address potential dust and odor effects associated with Project construction. Further, the Project will seek an NPDES, SWPPP, and an WQMP which contain BMPs for dust control. Dust control is further discussed in *Section 4.10, Hydrology and Water Quality*.
Goal RC-6 Climate Change. *A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.*	
Policy RC-6.8: Reduce Vehicle Trips. Require Transportation Demand Management (TDM) strategies, such as employer provided transit pass/parking credit, bicycle parking, bike lockers, highspeed communications infrastructure for telecommuting, and carpooling incentives, for large office, commercial, and industrial uses.	**Consistent:** The Project will comply with all applicable TDM measures required by the City's applicable code. Transportation impacts are further discussed in *Section 4.16, Transportation and Traffic*.

General Plan Policy	Project Consistency
Policy RC-6.9: Access. Require pedestrian, vehicle, and transit connectivity of streets, trails, and sidewalks, as well as between complementary adjacent land uses.	**Consistent:** The Project would improve connectivity and mobility by including the addition of sidewalks were not presently available and by improving the adjacent public streets to all of the City's required standards along the Project frontage. Project design features, including sidewalks are further described in *Section 3.0, Project Description* and *Section 4.16, Transportation and Traffic.*
Policy RC-6.10: Green Building. Encourage the construction of buildings that are certified Leadership in Energy and Environmental Design (LEED) or equivalent, emphasizing technologies that reduce GHG emissions.	**Consistent:** Per Section 3.0, *Project Description,* the Project will be designed and constructed to achieve a LEED – Certified designation.
Policy RC-6.11: Climate-Appropriate Building Types. Encourage alternative building types that are more sensitive to and designed for passive heating and cooling within the arid environment found in Rancho Cucamonga.	**Consistent:** The Project would comply with the applicable provisions of CALGreen and the California Building Code as a whole.
Policy RC-6.12: Reduced Water Supplies. When reviewing development proposals, consider the possibility of constrained future water supplies and require enhanced water conservation measures.	**Consistent:** The Project would comply with the applicable provisions of CALGreen and the California Building Code as a whole.
Policy RC-6.13: Designing for Warming Temperatures. When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.	**Consistent:** The Project would comply with the applicable provisions of CALGreen and the California Building Code as a whole.
Policy RC-6.14: Designing for Changing Precipitation Patterns. When reviewing development proposals, encourage applicants to consider stormwater control strategies and systems for sensitivity to changes in precipitation regimes and consider adjusting those strategies to accommodate future precipitation regimes.	**Consistent:** The Project would comply with the applicable provisions of CALGreen and the California Building Code as a whole.
Policy RC-6.15: Heat Island Reductions. Require heat island reduction strategies in new developments such as light-colored paving, permeable paving, right-sized parking requirements, vegetative cover and planting, substantial tree canopy coverage, and south and west side tree planting.	**Consistent:** All of the paving on the Project site would be constructed with portland cement concrete (PCC) (aka light-colored paving). Moreover, the roofing material proposed on all three buildings would be light-colored to reduce the Heat Island Effect as well. Additionally, the Project would provide landscaping over 12 percent of the Project area. Moreover, all parking areas would include ample landscaping as required by City Development Code. The proposed Project design features are further discussed in Section 3.0*, Project Description.*
Policy RC-6.16: Public Realm Shading. Strive to improve shading in public spaces, such as bus stops, sidewalks and public parks and plazas, through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies.	**Consistent:** The Project would improve the public ROW to include shading in accordance with the applicable City Development Code requirements.

General Plan Policy	Project Consistency
Policy RC-6.17: Offsite GHG Mitigation. Allow the use of creative mitigation efforts such as offsite mitigation and in lieu fee programs as mechanisms for reducing project-specific GHG emissions.	**Consistent:** GHG impacts associated with the Project were found to be less than significant without the need for mitigation. Further, the amortization of construction emissions would continue to lessen over 30 years after the ceasing of construction activities. GHG impacts are further discussed in *Section 4.8, Greenhouse Gas Emissions*.
Goal RC-7: Energy. *An energy efficient community that relies primarily on renewable and non-polluting energy sources.*	
Policy RC-7.2: New EV Charging. Require new multifamily residential, commercial, office, and industrial development to include charging stations, or include the wiring for them.	**Consistent:** The Project would include the required number of EV charging stations and/or wiring in accordance with the applicable code requirements.
Policy RC-7.4: New Off-Road Equipment. When feasible, require that off road equipment such as forklifts and yard tugs necessary for the operations of all new commercial and industrial developments be electric or fueled using clean fuel sources.	**Consistent:** Because the Project is a speculative warehouse development and the final end user is not known, to be conservative it was assumed that each building would operate two electric powered forklifts, six in total.
Policy RC-7.7: Sustainable Design. Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.	**Consistent:** Per Section 3.0, *Project Description,* the Project will be designed and constructed to achieve a LEED – Certified designation.
Policy RC-7.9: Passive Solar Design. Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.	**Consistent:** The Project would be designed and constructed in accordance with all applicable CA Building Code, CALGreen, and City code requirements related to energy efficiency.
Policy RC-7.10: Alternative Energy. Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.	**Consistent:** While the Project does not generate energy, it would utilize and energize vehicles powered by alternative energy sources. Energy impacts are discussed in *Section 4.6, Energy*.
Policy RC-7.12: Solar Access. Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.	**Consistent:** The Project would not be designed to impede the ability for neighboring structures to receive solar access. Energy impacts are discussed in *Section 4.6, Energy*.
Policy RC-7.15: Utility Preservation. Public and private development within the City, including multi-purpose trails, shall not interfere with safe and reliable transmission, storage, and generation of electricity. With the exception of utility infrastructure and other public improvements that do not interfere with such infrastructure, permanent structures are not allowed within utility corridors.	**Consistent:** Although the Project proposes to demolish the existing uses, with the exception of the historically significant structure along Baker Avenue, extension of services is not anticipated to require the construct of any new off-site electric power, natural gas, or telecommunication facilities. Utility demands are further discussed in *Section 4.18, Utilities and Service Systems*.

General Plan Policy	Project Consistency
SAFETY CHAPTER	
Goal S-1: Leadership. *A city that is recognized for its leadership role in resilience and preparedness*	
Policy S-1.3: Evacuation Capacity. Require new developments, redevelopments, and major remodels to enhance the City's evacuation network and facilities and comply with the City's Evacuation Assessment.	**Consistent:** As discussed in *Section 4.9, Hazards and Hazardous Materials*, the Project was analyzed for its consistency the City's established Local Hazard Mitigation Plan, Emergency Operations Plan, Emergency Management Program, and the Ready RC disaster preparedness manual. It was concluded that the Project would not modify or impede existing emergency routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. Hazards and emergency response are further discussed in *Section 4.9, Hazards and Hazardous Materials* and *Section 4.15, Public Services and Recreation*.
Policy S-1.5: Enhanced Circulation. In areas of the city with limited access routes and circulation challenges, require additional roads and improvements to ensure adequate emergency vehicle response and evacuation.	**Consistent:** The portion of the City where the Project would be located is developed with roadways suitable to accommodate traffic capacity, with incorporation of the traffic infrastructure improvements proposed as part of the Project. Transportation impacts are further discussed in *Section 4.16, Transportation and Traffic*.
Policy S-1.6: Evacuation Road Widths. Require any roads used for evacuation purposes to provide at least 26 feet of unobstructed pavement width.	**Consistent:** All of the Project's roadways would have a minimum width of 26 feet, in accordance with the City – Fire Dept. requirements.
Goal S-2: Seismic and Geologic Hazards. *A built environment that minimizes risks from seismic and geologic hazards.*	
Policy S-2.3: Seismically Vulnerable Buildings. Prioritize the retrofit by private property owners of seismically vulnerable buildings (including but not limited to unreinforced masonry, soft-story construction, and non-ductile concrete) as better information and understanding becomes available.	**Consistent:** The Project would include the construction of three warehouse buildings that would be constructed in accordance with current California Building Code. The historical building located at 8803 Baker Avenue will be rehabilitated and the final conceptual design would be approved by the City via the Certificate of Appropriateness discretionary approval, consistent with the Municipal Code.
Goal S-3: Wildfire Hazards. *A community where wildfire impacts are minimized or reduced through investments in planning and resilience.*	
Policy S-3.4: Buffer Zones. Require development projects to incorporate buffer zones as deemed necessary by the City's Fire Marshal for fire safety and fuel modification.	**Consistent:** Due to the presence of surrounding development, presence of area roadways, lack of steep slopes, and construction methods of the warehouses, it is not likely that the Project site would be affected by a wildfire during construction or operations. The project does not include any fuel breaks and does not require a fuel break. No elements of the Project would exacerbate the risk of wildfire. Wildfire risks are further discussed in *Section 4.19, Wildfire*.
Policy S-3.5: Water Supply. All developments will meet fire flow requirements identified in the Fire Code.	**Consistent:** The CVWD would be capable of accommodating the water demands of the Project in normal conditions, single dry years, and multiple dry years. Fire flow supplies can also be adequately supplied to the Project. Utility demands are further discussed in *Section 4.18, Utilities and Service Systems*.

General Plan Policy	Project Consistency
Goal S-4: Flood Hazards. *A community where developed areas are not impacted by flooding and inundation hazards.*	
Policy S-4.2: Flood Risk in New Development. Require all new development to minimize flood risk with siting and design measures, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and minimization of structures located in floodplains.	**Consistent:** The Project site is located mostly on land that is designated as having a minimal flood hazard. Despite this, the Project also proposes to install an approximately 66 to 78-inch wide public storm drain line that has been designed to receive all of the anticipated stormwater discharge from the Project and historical stormwater from the adjacent properties northwest of the Project. Flood impacts are discussed in *Section 4.10, Hydrology and Water Quality*.
Policy S-4.4: Flood Infrastructure. Require new development to implement and enhance the Storm Drain Master Plan by constructing stormwater management infrastructure downstream of the proposed site.	**Consistent:** See response to Policy S-4.2 above.
Policy S-4.5: Property Enhancements. Require development within properties located adjacent, or near flood zones and areas of frequent flooding to reduce or minimize run-off and increase retention on-site.	**Consistent:** See response to Policy S-4.2 above.
Goal S-5: Emerging Hazards. *A built environment that incorporates new data and understanding about changing hazard conditions and climate stressors.*	
Policy S-5.3: Soil Transport. Require that properties with high wind-blown soil erosion potential such as agricultural operations and construction sites prevent soil transport and dust generation wherever possible.	**Consistent:** The Project would be in compliance with all applicable code requirements pertaining to dust generation during construction.
Policy S-5.4: Extreme Heat Vulnerabilities. Require that new developments, major remodels, and redevelopments address urban heat island issues and reduce urban heat island effects for the proposed project site and adjacent properties.	**Consistent:** All of the paving on the Project site would be constructed with portland cement concrete (PCC) (aka light-colored paving). Moreover, the roofing material proposed on all three buildings would be light-colored to reduce the Heat Island Effect as well. Additionally, the Project would provide landscaping over 12 percent of the Project area. Moreover, all parking areas would include ample landscaping as required by City Development Code. The proposed Project design features are further discussed in Section 3.0*, Project Description.*
Policy S-5.5: Resilience Resources. Require new developments and redevelopments to incorporate resilience amenities such as, but not limited to community cooling centers, emergency supplies, and backup power that can be used by residents and businesses within a 1/4-mile radius of the location.	**Consistent:** The Project will comply with all applicable code requirements from the City of Rancho Cucamonga, CA Building Code, and CalGreen related to the provision of resilience amenities.
Policy S-5.6: Underground Utilities. Promote the under-grounding of utilities for new development, major remodels, and redevelopment.	**Consistent:** The Project will under-ground all overhead utilities along the Project's street frontages in accordance with applicable sections of the City's Development Code.

General Plan Policy	Project Consistency
Policy S-5.8: Climate Resiliency. Address climate resiliency and inequities through the planning and development process.	**Consistent:** The Project will comply with all applicable code requirements from the City of Rancho Cucamonga, CA Building Code, and CalGreen related to the provision of resilience amenities.
Policy S-5.9: Address High Winds. Require buildings and developments exposed to high wind conditions to incorporate design elements and features that minimize or reduce damage to people, structures, and the community.	**Consistent:** The Project would be designed and constructed in accordance with all applicable code requirements pertaining to high wind conditions.
Goal S-6: Human Caused Hazards. *A community with minimal risk from airport hazards and hazardous materials.*	
Policy S-6.1: Planned Development. Promote development patterns that integrate Crime Prevention Through Environmental Design (CPTED) principles that reduce the potential for human-caused hazards.	**Consistent:** The Project would be designed and constructed to be in compliance with all applicable City code requirements related to CPTED.
Policy S-6.2: Neighboring Properties. Encourage properties that store, generate, or dispose of hazardous materials to locate such operations as far away as possible from areas of neighboring properties where people congregate.	**Consistent:** The Project does not propose any industrial uses which could generate hazardous emissions or involve the handling of hazardous materials, substances, or waste in significant quantities that would have an impact to surrounding uses. Hazardous Materials are further discussed in *Section 4.9, Hazards and Hazardous Materials*.
Policy S-6.3: Site Remediation. Encourage and facilitate the adequate and timely cleanup of existing and future contaminated sites and the compatibility of future land uses.	**Consistent:** Per Section 4.9, *Hazards and Hazardous Materials,* the Project site is not contaminated, excepting a small area on APN No. 0207-271-94 which contains a concentration of naphthalene in the soil that marginally exceeded the industrial Department of Toxic Substance Control (DTSC) screening level. The contaminated soil will be removed prior to construction commencement of the Project.
Policy S-6.5: Height Restrictions. Require proposed developments within the Ontario Airport Influence Area meet the height requirements associated with FAR Part 77 standards.	**Consistent:** Building heights for the Project would range from 39'-0" to 49'-6". Based on the Federal Aviation Regulation (FAR) Part 77 criteria, these heights are not anticipated to encroach into FAR Part 77 airspace and are below the City's 75-foot height limit. Airport compatibility impacts are further discussed in *Section 4.9, Hazards and Hazardous Materials*.
Policy S-6.6: Development Near Airport. New development within the Ontario Airport Influence Area shall be consistent with the approved Airspace Protection Zones identified in the latest version of the Airport Land Use Compatibility Plan.	**Consistent:** Despite the lower chance of impact, a mitigation measure was proposed which ensures proper compliance with all applicable FAA noticing requirements. Airport compatibility impacts are further discussed in *Section 4.9, Hazards and Hazardous Materials*.
Policy S-6.7 Railroad Safety. Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.	**Consistent:** Despite the presence of railroad tracks to the south of the Project, the Project would be unattached from the line and separated by fencing, landscaping, and/or drive aisles along the southern border of the Project.

General Plan Policy	Project Consistency
NOISE CHAPTER	
Goal N-1: Noise. *A city with appropriate noise and vibration levels that support a range of places from quiet neighborhoods to active, exciting districts.*	
Policy N-1.1: Noise Levels. Require new development to meet the noise compatibility standards identified in Table N-1.	**Consistent:** Operational noise is not expected to exceed 65 dBA of noise. Further, despite the higher dBA levels of construction activities, construct would be temporary, and the noise would be reduced by mitigation proposed for the Project to a less than significant level. Noise impacts are discussed in *Section 4.13, Noise*.
Policy N-1.2: Noise Barriers, Buffers and Sound Walls. Require the use of integrated design-related noise reduction measures for both interior and exterior areas prior to the use of noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development.	**Consistent:** Mitigation measures proposed for the Project include requirements for the installation of acoustic barriers around stationary construction noise sources, as required. Also, the measures ensure the maximization of distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools. Noise impacts are discussed in *Section 4.13, Noise*.
Policy N-1.3: Non-Architectural Noise Attenuation. Non-architectural noise attenuation measures such as sound walls, setbacks, barriers, and berms shall be discouraged in pedestrian priority areas (or other urban areas or areas where pedestrian access is important).	**Consistent:** Due to the Project proposing three (3) industrial warehouse buildings inclusive of a small office area in each building, the Project does not contain any pedestrian priority areas onsite. However, the Project would be in compliance with all noise requirements set forth in the City's Development Code. Noise impacts are discussed in *Section 4.13, Noise*.
Policy N-1.4: New Development Near Major Noise Sources. Require development proposing to add people in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, aircraft, industrial or other non-transportation noise sources) to conduct a project level noise analysis and implement recommended noise reduction measures.	**Consistent:** A noise assessment was conducted for the Project in June 2021 which determined that the Project's noise impacts were less than significant with mitigation incorporated. Noise impacts are discussed in *Section 4.13, Noise*.
Policy N-1.6: Rail Crossing Quiet Zones. Allow the establishment of a full or partial at-grade rail crossing or quiet zone near transit hubs of residential development.	**Consistent:** There are already two at-grade rail crossings adjacent to the Project site: (1) along Baker Ave. just north of 8th Street and (2) along Vineyard Ave. just north of 8th Street. There is not a need for additional rail crossings to be established, and the Project is not adjacent to any transit hubs.
Policy N-1.8: Vibration Impact Assessment. Require new development to reduce vibration to 85 VdB or below within 200 feet of an existing structure.	**Consistent:** Construction and operations at the Project site or along surrounding roadways would not exceed FTA thresholds for building damage or annoyance. Noise impacts are discussed in *Section 4.13, Noise*.

Project consistency with relevant General Plan policies for environmental justice, as described in the Environmental Justice Chapter of the City of Rancho Cucamonga's General Plan, Volume 4, are addressed in *Table 4.11-3, General Plan Consistency (Environmental Justice)* below.

Table 4.11-3: General Plan Consistency (Environmental Justice)

Environmental Justice Policy	Project Consistency
LAND USE AND COMMUNITY CHARACTER	
Goal LC-1: A City of Places. *A beautiful city with a diversity and balance of unique and well-connected places.*	
Policy LC-1.4: Connectivity and Mobility. Work to complete a network of pedestrian- and bike-friendly streets and trails, designed in concert with adjacent land uses, using the public realm to provide more access options.	**Consistent:** The Project would improve connectivity and mobility by including the addition of sidewalks where not presently available. Project design features, including sidewalks are further described in *Section 3.0, Project Description* and *Section 4.16, Transportation and Traffic.*
Policy LC-1.7: Design for Safety. Require the use of Crime Prevention Through Environmental Design (CPTED) techniques such as providing clear lines of sight, appropriate lighting, and wayfinding signs to ensure that new development is visible from public areas and easy to navigate.	**Consistent:** The Project would implement safety measures to minimize crime hazards. These measures include nighttime security lighting and avoiding landscaping which would limit sightlines, clear sightlines into the facility parking areas, and use of clearly identifiable points of entry. Safety features are further described in *Section 4.15, Public Services and Recreation*.
Policy LC-1.13: Improved Public Realm. Require that new development extend the "walkable public realm" into previously vacant and/or parking lot-dominant large single-use parcels of land.	**Consistent:** Sidewalks will be provided where not presently available and landscaping would be provided where the Project fronts the three adjacent streets. Refer to *Exhibit 3.6, Conceptual Landscape Plan*.
Goal LC-2: *Human Scaled. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.*	
Policy LC-2.3: Streetscape. Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.	**Consistent:** Landscaping, street lighting, and sidewalks would be provided along each of the three (3) streets abutting the Project. Refer to *Exhibit 3.6, Conceptual Landscape Plan*. Landscape and streetscape features are further described in *Section 4.1, Aesthetics*.
Policy LC-2.4: Tree Planting. Require the planting of predominantly native and drought-tolerant trees that shade the sidewalks, buffer pedestrians from traffic, define the public spaces of streets, and moderate high temperatures and wind speeds throughout the city.	**Consistent:** The Project would include predominantly native and drought-tolerant trees as shown on *Exhibit 3.6*, *Conceptual Landscape Plan* and further discussed in *Section 4.1, Aesthetics*.
Goal LC-3: Fiscally Sustainable. *A fiscally sound and sustainable City.*	
Policy LC-3.2: Community Benefit. Require a community benefit and economic analysis for large projects that abut existing neighborhoods or for any project at the maximum density, with a focus on resolving physical, economic, long-term fiscal, and aesthetic impacts.	**Consistent:** The Applicant will work with the City to comply with any Community Benefit requirements caused by the Project's proposed industrial uses in close proximity to residential communities.
Policy LC-3.3: Community Amenities. Balance the impacts of new development, density, and urbanization through the provision of a high-level of neighborhood and community amenities and design features.	**Consistent:** The Project would dedicate approximately 0.5 acres and renovate the existing historically significant building located at 8803 Baker Avenue into a community center to serve the nearby residential communities.

Environmental Justice Policy	Project Consistency
Goal LC-5: Connected Corridors. *A citywide network of transportation and open space corridors that provides a high level of connectivity for pedestrians, bicyclists, equestrians, motorists, and transit users.*	
Policy LC-5.1: Improved Street Network. Systematically extend and complete a network of complete streets to ensure a high-level of multi-modal connectivity within and between adjacent Neighborhoods, Centers and Districts. Plan and implement targeted improvements to the quality and number of pedestrian and bicycle routes within the street and trail network, prioritizing connections to schools, parks, and neighborhood activity centers.	**Consistent:** The Project would improve the adjacent public streets to the City's required standards along the Project frontage.
OPEN SPACE CHAPTER	
Goal OS-1: Open Space. *A complete, connected network of diverse parks, trails, and rural and natural open space that support a wide variety of recreational, educational and outdoor activities.*	
Policy OS-1.6: New Development. Ensure that new residential and non-residential developments provide adequate on-site recreational and open space amenities consistent with applicable General Plan land use designations, and the needs of new development.	**Consistent:** The Project would include outdoor employee break areas at each of the three (3) proposed buildings.
MOBILITY AND ACCESS CHAPTER	
Goal MA-2: Access for All. *A safe, efficient, accessible, and equitable transportation system that serves the mobility needs of all users.*	
Policy MA-2.14: Bicycle Facilities. Enhance bicycle facilities by maintaining and expanding the bicycle network, providing end-of-trip facilities (bike parking, lockers, showers), improving bicycle/transit integration, wayfinding signage, etc.	**Consistent:** The Project would provide bike racks in accordance with applicable code, and be in compliance with the applicable Transportation Demand Management (TDM) measures required.
PUBLIC FACILITIES AND SERVICES CHAPTER	
Goal PF-5: Water-Related Infrastructure. *Water and wastewater infrastructure facilities are available to support future growth needs and existing development.*	
Policy PF-5.2: Wastewater Treatment. Consult with the Inland Empire Utilities Agency and the Cucamonga Valley Water District (CVWD) to ensure that the treatment facility has sufficient capacity to meet future wastewater treatment needs.	**Consistent:** Wastewater generated by the Project would be collected by CVWD and treated by IEUA. It was determined that the existing Regional Water Recycling Plants (RPs) would have more than adequate capacity to treat all increases in wastewater generation for buildout of the General Plan and, therefore, the Project. Utility demands are further discussed in *Section 4.18, Utilities and Service Systems*.
Goal PF-7: Utility Infrastructure. *Protect and expand utility infrastructure in a sustainable and innovative manner to serve the current and future needs of the community while ensuring that natural and environmental resources are available for future generations.*	
Policy PF-7.6: Phasing of Public Facilities. Require new parks, open spaces, infrastructure, and other facilities be funded by and/ or provided by new development as necessary so as to ensure services can be provided to new development.	**Consistent.** The Project is required to pay all required Development Impact Fees (DIFs) as adopted by City Ordinance. Development Impact Fees are further discussed in *Section 4.15, Public Services and Recreation*.

Environmental Justice Policy	Project Consistency
RESOURCE CONSERVATION CHAPTER	
Goal RC-5: Local Air Quality. *Healthy air quality for all residents.*	
Policy RC-5.1: Pollutant Sources. Minimize increases of new air pollutant emissions in the city and encourage the use of advance control technologies and clean manufacturing techniques.	**Consistent:** Analysis conducted for the Project concluded that emissions stemming from Project implementation would not exceed SCAQMD thresholds for any criteria air pollutants. Air Quality is further discussed in *Section 4.3, Air Quality*.
Policy RC-5.3: Barriers and Buffers. Require design features such as site and building orientation, trees or other landscaped barriers, artificial barriers, ventilation and filtration, construction, and operational practices to reduce air quality impacts during construction and operation of large stationary and mobile sources.	**Consistent:** Landscaping within the Project site would cumulatively exceed the minimum required by the City's Development Code. Air Quality impacts are further discussed in *Section 4.3, Air Quality.*
Policy RC-5.4: Health Risk Assessment. Consider the health impacts of development of sensitive receptors within 500 feet of a freeway, rail line, arterial, collector or transit corridor sources using health risk assessments to understand potential impacts.	**Consistent:** A Health Risk Assessment was completed for the Project in June 2021, which determines that Project impacts were less than significant. Air Quality impacts are further discussed in *Section 4.3, Air Quality.*
Policy RC-5.5: Impacts to Air Quality. Ensure new development does not disproportionately burden residents, due to age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, with health effects from air pollution. Prioritize resource allocation, investments, and decision making that improves air quality for residents disproportionately burdened by air pollution because of historical land use planning decisions and overarching institutional and structural inequities.	**Consistent:** The EIR analyzed Air Quality impacts associated with Project. These impacts were found to be less than significant with the implementation of proposed mitigation measures. Air Quality impacts are further discussed in *Section 4.3, Air Quality.*
Policy RC-5.6: Community Benefit Plan. Require that any land use generating or accommodating more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week, provide a community benefit plan demonstrating an offset to community impacts of the truck traffic.	**Consistent:** The Project will prepare a Community Benefit Plan in accordance with the City's General Plan and Development Code requirements to offset community impacts caused by the Project's forecasted truck traffic. Traffic impacts are further discussed in *Section 4.16, Transportation and Traffic*.
Policy RC-5.8: New Localized Air Pollution Sources Near Existing Sensitive Receptors. Avoid placing land uses that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week within 1,000 feet of homes, schools, hospitals, and childcare facilities.	**Consistent:** Although sensitive receptors are located within 1,000 feet of the Project site, the Project thoroughly analyzed the air quality impacts of the Project and concluded the impacts were less than significant with mitigation incorporated. Air Quality impacts of the Project are further discussed in *Section 4.3, Air Quality.*
Policy RC-5.9: Truck Hook-Ups at New Industrial or Commercial Developments. Require new industrial or commercial developments at which heavy-duty diesel trucks idle on-site to install electric truck hook-ups in docks, bays, and parking areas.	**Consistent:** The Project would comply with all applicable code requirements related to truck hook-ups on the Project site. Energy usage is further discussed in *Section 4.6, Energy*.

Environmental Justice Policy	Project Consistency
Policy RC-5.11: Dust and Odor. Require new construction to include measures to minimize dust and odor during construction and operation.	**Consistent:** The Project proposes mitigation measures which address potential dust and odor effects associated with Project construction. Further, the Project will seek an NPDES, SWPPP, and an WQMP which contain BMPs for dust control. Dust control is further discussed in *Section 4.10, Hydrology and Water Quality*.
Goal RC-6 Climate Change. *A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.*	
Policy RC-6.8: Reduce Vehicle Trips. Require Transportation Demand Management (TDM) strategies, such as employer provided transit pass/parking credit, bicycle parking, bike lockers, high-speed communications infrastructure for telecommuting, and carpooling incentives, for large office, commercial, and industrial uses.	**Consistent:** The Project will comply with all applicable TDM measures required by the City's applicable code. Transportation impacts are further discussed in *Section 4.16, Transportation and Traffic*.
Policy RC-6.10: Green Building. Encourage the construction of buildings that are certified Leadership in Energy and Environmental Design (LEED) or equivalent, emphasizing technologies that reduce GHG emissions.	**Consistent:** Per Section 3.0, *Project Description,* the Project will be designed and constructed to achieve a LEED – Certified designation.
Policy RC-6.11: Climate-Appropriate Building Types. Encourage alternative building types that are more sensitive to and designed for passive heating and cooling within the arid environment found in Rancho Cucamonga.	**Consistent:** The Project would comply with the applicable provisions of CALGreen and the California Building Code as a whole.
Policy RC-6.12: Reduced Water Supplies. When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.	**Consistent:** The Project would comply with the applicable provisions of CALGreen and the California Building Code as a whole.
Policy RC-6.13: Designing for Warming Temperatures. When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.	**Consistent:** The Project would comply with the applicable provisions of CALGreen and the California Building Code as a whole.
Policy RC-6.15: Heat Island Reductions. Require heat island reduction strategies in new developments such as light-colored paving, permeable paving, right-sized parking requirements, vegetative cover and planting, substantial tree canopy coverage, and south and west side tree planting.	**Consistent:** All of the paving on the Project site would be constructed with portland cement concrete (PCC) (aka light-colored paving). Moreover, the roofing material proposed on all three buildings would be light-colored to reduce the Heat Island Effect as well. Additionally, the Project would provide landscaping over 12 percent of the Project area. Moreover, all parking areas would include ample landscaping as required by City Development Code. The proposed Project design features are further discussed in Section 3.0*, Project Description.*
Policy RC-6.16: Public Realm Shading. Strive to improve shading in public spaces, such as bus stops, sidewalks and public parks and plazas, through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies.	**Consistent:** The Project would improve the public ROW to include shading in accordance with the applicable City Development Code requirements.

Environmental Justice Policy	Project Consistency
Policy RC-6.17: Offsite GHG Mitigation. Allow the use of creative mitigation efforts such as offsite mitigation and in lieu fee programs as mechanisms for reducing project-specific GHG emissions.	**Consistent:** GHG impacts associated with the Project were found to be less than significant without the need for mitigation. Further, the amortization of construction emissions would continue to lessen over 30 years after the ceasing of construction activities. GHG impacts are further discussed in *Section 4.8, Greenhouse Gas Emissions*.
Goal RC-7: Energy. *An energy efficient community that relies primarily on renewable and non-polluting energy sources.*	
Policy RC-7.2: New EV Charging. Require new multifamily residential, commercial, office, and industrial development to include charging stations, or include the wiring for them.	**Consistent:** The Project would include the required number of EV charging stations and/or wiring in accordance with the applicable code requirements.
Policy RC-7.4: New Off-Road Equipment. When feasible, require that off-road equipment such as forklifts and yard tugs necessary for the operations of all new commercial and industrial developments be electric or fueled using clean fuel sources.	**Consistent:** Because the Project is a speculative warehouse development and the final end user is not known, to be conservative it was assumed that each building would operate two electric powered forklifts, six in total.
Policy RC-7.7: Sustainable Design. Encourage sustainable building and site design that meets the standards for Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.	**Consistent:** Per Section 3.0, *Project Description,* the Project will be designed and constructed to achieve a LEED – Certified designation.
Policy RC-7.9: Passive Solar Design. Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.	**Consistent:** The Project would be designed and constructed in accordance with all applicable CA Building Code, CALGreen, and City code requirements related to energy efficiency.
Policy RC-7.10: Alternative Energy. Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.	**Consistent:** While the Project does not generate energy, it would utilize and energize vehicles powered by alternative energy sources. Energy impacts are discussed in *Section 4.6, Energy*.
Policy RC-7.12: Solar Access. Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.	**Consistent:** The Project would not be designed to impede the ability for neighboring structures to receive solar access. Energy impacts are discussed in *Section 4.6, Energy*.
SAFETY CHAPTER	
Goal S-1: Leadership. *A city that is recognized for its leadership role in resilience and preparedness.*	
Policy S-1.3: Evacuation Capacity. Require new developments, redevelopments, and major remodels to enhance the City's evacuation network and facilities and comply with the City's Evacuation Assessment.	**Consistent:** As discussed in *Section 4.9, Hazards and Hazardous Materials*, the Project was analyzed for its consistency the City's established Local Hazard Mitigation Plan, Emergency Operations Plan, Emergency Management Program, and the Ready RC disaster preparedness manual. It was concluded that the Project would not modify or impede existing emergency routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. Hazards and emergency response are further discussed in *Section 4.9, Hazards and Hazardous Materials* and *Section 4.15, Public Services and Recreation*.

Environmental Justice Policy	Project Consistency
Policy S-1.5: Enhanced Circulation. In areas of the city with limited access routes and circulation challenges, require additional roads and improvements to ensure adequate emergency vehicle response and evacuation.	**Consistent:** The portion of the City where the Project would be located is developed with roadways suitable to accommodate traffic capacity, with incorporation of the traffic infrastructure improvements proposed as part of the Project. Transportation impacts are further discussed in *Section 4.16, Transportation and Traffic*.
Policy S-1.6: Evacuation Road Widths. Require any roads used for evacuation purpose to provide at least 26 feet of unobstructed pavement width.	**Consistent:** All of the Project's roadways would have a minimum width of 26 feet, in accordance with the City – Fire Dept. requirements.
Goal S-2: Seismic and Geologic Hazards. *A built environment that minimizes risks from seismic and geologic hazards.*	
Policy S-2.3: Seismically Vulnerable Buildings. Prioritize the retrofit by private property owners of seismically vulnerable buildings (including but not limited to unreinforced masonry, soft-story construction, and non-ductile concrete) as better information and understanding becomes available.	**Consistent:** The Project would include the construction of three warehouse buildings that would be constructed in accordance with current California Building Code. The historical building located at 8803 Baker Avenue will be rehabilitated and the final conceptual design would be approved by the City via the Certificate of Appropriateness discretionary approval, consistent with the Municipal Code.
Goal S-3: Wildfire Hazards. *A community where wildfire impacts are minimized or reduced through investments in planning and resilience.*	
Policy S-3.4: Require development projects to incorporate buffer zones as deemed necessary by the City's Fire Marshal for fire safety and fuel modification.	**Consistent:** Due to the presence of surrounding development, presence of area roadways, lack of steep slopes, and construction methods of the warehouses, it is not likely that the Project site would be affected by a wildfire during construction or operations. The project does not include any fuel breaks and does not require a fuel break. No elements of the Project would exacerbate the risk of wildfire. Wildfire risks are further discussed in *Section 4.19, Wildfire*.
Policy S-3.5: Water Supply. All developments will meet fire flow requirements identified in the Fire Code.	**Consistent:** The CVWD would be capable of accommodating the water demands of the Project in normal conditions, single dry years, and multiple dry years. Fire flow supplies can also be adequately supplied to the Project. Utility demands are further discussed in *Section 4.18, Utilities and Service Systems*.
Goal S-4: Flood Hazards. *A community where developed areas are not impacted by flooding and inundation hazards.*	
Policy S-4.2: Flood Risk in New Development. Require all new development to minimize flood risk with siting and design measures, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and minimization of structures located in floodplains.	**Consistent:** The Project site is located mostly on land that is designated as having a minimal flood hazard. Despite this, the Project also proposes to install an approximately 66 to 78-inch wide public storm drain line that has been designed to receive all of the anticipated stormwater discharge from the Project and historical stormwater from the adjacent properties northwest of the Project. Flood impacts are discussed in *Section 4.10, Hydrology and Water Quality*.

Environmental Justice Policy	Project Consistency
Policy S-4.4: Flood Infrastructure. Require new development to implement and enhance the Storm Drain Master Plan by constructing stormwater management infrastructure downstream of the proposed site.	**Consistent:** See response to Policy S-4.2 above.
Policy S-4.5: Property Enhancements. Require development within properties located adjacent, or near flood zones and areas of frequent flooding to reduce or minimize run-off and increase retention on-site.	**Consistent:** See response to Policy S-4.2 above.
Goal S-5: Emerging Hazards. *A built environment that incorporates new data and understanding about changing hazard conditions and climate stressors.*	
Policy S-5.3: Soil Transport. Require that properties with high wind-blown soil erosion potential such as agricultural operations and construction sites prevent soil transport and dust generation wherever possible.	**Consistent:** The Project would be in compliance with all applicable code requirements pertaining to dust generation during construction.
Policy S-5.4: Extreme Heat Vulnerabilities. Require that new developments, major remodels, and redevelopments address urban heat island issues and reduce urban heat island effects for the proposed project site and adjacent properties.	**Consistent:** All of the paving on the Project site would be constructed with portland cement concrete (PCC) (aka light-colored paving). Moreover, the roofing material proposed on all three buildings would be light-colored to reduce the Heat Island Effect as well. Additionally, the Project would provide landscaping over 12 percent of the Project area. Moreover, all parking areas would include ample landscaping as required by City Development Code. The proposed Project design features are further discussed in *Section 3.0, Project Description.*
Policy S-5.5: Resilience Resources. Require new developments and redevelopments to incorporate resilience amenities such as, but not limited to community cooling centers, emergency supplies, and backup power that can be used by residents and businesses within a 1/4-mile radius of the location.	**Consistent:** The Project will comply with all applicable code requirements from the City of Rancho Cucamonga, CA Building Code, and CalGreen related to the provision of resilience amenities.
Policy S-5.6: Underground Utilities. Promote the undergrounding of utilities for new development, major remodels, and redevelopment.	**Consistent:** The Project will under-ground all overhead utilities along the Project's street frontages in accordance with applicable sections of the City's Development Code.
Policy S-5.8: Climate Resiliency. Address climate resiliency and inequities through the planning and development process.	**Consistent:** The Project will comply with all applicable code requirements from the City of Rancho Cucamonga, CA Building Code, and CalGreen related to the provision of resilience amenities.
Policy S-5.9: Address High Winds. Require buildings and developments exposed to high wind conditions to incorporate design elements and features that minimize or reduce damage to people, structure, and the community.	**Consistent:** The Project would be designed and constructed in accordance with all applicable code requirements pertaining to high wind conditions.

Environmental Justice Policy	Project Consistency
Goal S-6: Human Caused Hazards. *A community with minimal risk from airport hazards and hazardous materials.*	
Policy S-6.3: Site Remediation. Encourage and facilitate the adequate and timely cleanup of existing and future contaminated sites and the compatibility of future land uses.	**Consistent:** Per Section 4.9, *Hazards and Hazardous Materials,* the Project site is not contaminated, excepting a small area on APN No. 0207-271-94 which contains a concentration of naphthalene in the soil that marginally exceeded the industrial Department of Toxic Substance Control (DTSC) screening level. The contaminated soil will be removed prior to construction commencement of the Project.
Policy S-6.6: Development Near Airport. New development within the Ontario Airport Influence Area shall be consistent with the approved Airspace Protection Zones identified in the latest version of the Airport Land Use Compatibility Plan.	**Consistent:** Despite the lower chance of impact, a mitigation measure was proposed which ensures proper compliance with all applicable FAA noticing requirements. Airport compatibility impacts are further discussed in *Section 4.9, Hazards and Hazardous Materials*.
Policy S-6.7: Railroad Safety. Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.	**Consistent:** Despite the presence of railroad tracks to the south of the Project, the Project would be unattached from the line and separated by fencing, landscaping, and/or drive aisles along the southern border of the Project.
NOISE CHAPTER	
Goal N-1: Noise. *A city with appropriate noise and vibration levels that support a range of places from quiet neighborhoods to active, exciting districts.*	
Policy N-1.2: Noise Barriers, Buffers and Sound Walls. Require the use of integrated design-related noise reduction measures for both interior and exterior areas prior to the use of noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development.	**Consistent:** Mitigation measures proposed for the Project include requirements for the installation of acoustic barriers around stationary construction noise sources, as required. Also, the measures ensure the maximization of distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools. Noise impacts are discussed in *Section 4.13, Noise*.
Policy N-1.4: New Development Near Major Noise Sources. Require development proposing to add people in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, aircraft, industrial or other non-transportation noise sources) to conduct a project level noise analysis and implement recommended noise reduction measures.	**Consistent:** A noise assessment was conducted for the Project in June 2021 which determined that the Project's noise impacts were less than significant with mitigation incorporated. Noise impacts are discussed in *Section 4.13, Noise*.
Policy N-1.6: Rail Crossing Quiet Zones. Allow the establishment of a full or partial at-grade rail crossing or quiet zone near transit hubs or residential development.	**Consistent:** There are already two at-grade rail crossings adjacent to the Project site: (1) along Baker Ave. just north of 8th Street and (2) along Vineyard Ave. just north of 8th Street. There is not a need for additional rail crossings to be established, and the Project is not adjacent to any transit hubs.
Policy N-1.8: Vibration Impact Assessment. Require new development to reduce vibration to 85 VdB or below within 200 feet of an existing structure.	**Consistent:** Construction and operations at the Project site or along surrounding roadways would not exceed the FTA vibration threshold of 75 VdB. Noise impacts are discussed in *Section 4.13, Noise*.

ZONING CONSISTENCY ANALYSIS

As discussed previously, implementation of the Project would require a Zoning Map Amendment (ZMA) proposed to change the zoning designation of APNs 0207-271-25, 0207-271-39, and 0207-271-40 from Neo-Industrial (NI) to Industrial Park (IP). The proposed ZMA would cause the Project's proposed Building 2 and 3 to be subject to the City's most restrictive industrial development standards (IP Zoning Designation) and list of permitted uses, resulting in increased compatibility with the nearby residential land use designations.

As discussed above, the City's Development Code identifies development standards and criteria. The Development Code distinguishes when these cases vary by zoning district. Section 17.48 of the Development Code identifies regulations related to fencing, walls, and screening. The Neo-Industrial (NI) and Industrial Park (IP) zoning districts are also subject to the landscaping standards (Development Code Section 17.56), outdoor lighting standards (Development Code Section 17.58), and parking and loading standards (Development Code Section 17.64). Section 17.36.040 of the Development Code provides additional standards for industrial districts. As identified in Section 17.36.040, the Neo-Industrial (NI) and Industrial Park (IP) zoning districts have the same minimum lot area and width, and are subject to the same standards for setbacks. The two zoning districts are also subject to the performance standards for hazardous materials, odor, radioactivity or electric disturbance, and liquid and solid waste set forth in Development Code Section 17.66.110. However, as identified in Development Code Section 17.66.110, the Industrial Park zoning district is subject to more restrictive performance standards related to noise, vibrations, particulate matter and air contaminants, odor, humidity, heat, and glare.

A Conceptual Landscape Plan (*Exhibit 3.6*) has been submitted for review with the Design Review entitlement package. The on-site landscaping would cover approximately 11.4 percent of Parcel 1, 9.3 percent of Parcel 2, and 14.6 percent of Parcel 3. The City's applicable landscape development standards require a 10 percent landscape requirement for parcels within the Neo-Industrial (NI) zone and a 15 percent landscape requirement for parcels within the Industrial Park (IP) zone. The Project is required to provide a cumulative landscape minimum of 11.9 percent (241,693 SF) and is exceeding the landscaping requirement with a cumulative amount of landscaping provided of 12.0 percent (242,256 SF). Please see *Table 4.11-4, Landscape Standards* below for detailed information regarding the landscaping required and provided by the Project.

Table 4.11-4 Landscape Standards

Standard	Parcel 1	Parcel 2	Parcel 3[2]	Project
Net Site Area (SF)	1,236,223 SF	252,512 SF	534,618 SF	2,023,353 SF
Landscape Required (SF)	123,623 SF	37,877 SF	80,193 SF	241,693SF
Landscape Required (%)	10%	15%	15%	11.9%
Landscape Provided (SF)	140,724 SF	23,490 SF	78,042 SF	242,256 SF
Landscape Provided (%)	11.4%	9.3%	14.6%	12.0%

[1] Source: Rancho Cucamonga MC § 17.36.040, Table 17.36-040-1.
[2] Parcel 3 currently has two (2) different zoning designations, Neo-Industrial (NI) and Industrial Park (IP), each with unique landscape requirements while Parcel 2 is currently zoned Neo-Industrial (NI). Per Section 3.7, the Project is proposing a Zoning Map Amendment which would cause Parcel 2 and Parcel 3 to be entirely within the Industrial Park (IP) land use designation and zoning designation. The Industrial Park (IP) zoning designation's development standards require a minimum landscape percentage of 15 percent.

Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code Section 17.36.040, which specifies landscape

design guidelines for industrial districts. The Project would include approximately four hundred eighty seven (487) new trees (see *Exhibit 3.6*) to replace the approximately one hundred ninety-seven (197) trees on the site, of which seventy-one (71) are considered "heritage trees" by the City. A Tree Removal Permit would be issued in compliance with §17.16.080 of the City of Rancho Cucamonga Development Code prior to removal of any tree which meets the criteria of a heritage tree.

The Project would comply with all applicable development standards identified in the Development Code for the Neo-Industrial (NI) and Industrial Park (IP) zoning districts. Although the development standards identified in the Development Code for Neo-Industrial (GI) and Industrial Park (IP) zoning districts are similar, the more restrictive Industrial Park (IP) zoning designation proposed for the western portion of the Project site would be similar to the zoning in the Project vicinity and would provide for a more restrictive zoning district to act as a transition between the residential uses west of Baker Avenue and the Neo-Industrial (NI) uses zoned on the eastern portion of the Project site.

As discussed above, the Project would not result in a change in, or conflict with zoning policy that would result in potentially significant impacts. With approval of the Zoning Map Amendment, the Project would be consistent with the zoning proposed for the property. Therefore, impacts associated with existing zoning policies would be less than significant.

MITIGATION MEASURES

No mitigation is required.

4.11.6 CUMULATIVE IMPACTS

Cumulative impacts would occur if development within the Project site, together with other cumulative projects, would physically divide an existing community or conflict with an applicable land use plan, policy, or regulation, with adjacent land uses or with an adopted conservation plan.

As previously discussed, no significant cumulative impacts associated with existing plans and policies are anticipated. In addition, the contribution of the Project to any such cumulative impacts would be less than significant because present and probable future projects are consistent with applicable plans, policies, and regulations. The Project would not contribute to any cumulative impacts associated with plan or policy inconsistency.

4.11.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning land use and planning resources have been identified.

4.11.8 REFERENCES

City of Rancho Cucamonga. (2021). *PlanRC, Rancho Cucamonga General Plan Update*. Rancho Cucamonga, CA: City of Rancho Cucamonga.

City of Rancho Cucamonga. 2012 Municipal Code. Rancho Cucamonga, Ca. City of Rancho Cucamonga.

Southern California Association of Governments. (2020). *Regional Comprehensive Plan*. Available at http://www.scag.ca.gov/NewsAndMedia/Pages/RegionalComprehensivePlan.aspx (accessed September 2020).

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4.12 MINERAL RESOURCES

4.12.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the potential environmental impacts of the 9th and Vineyard Development Project (Project) as they relate to mineral resources. The Project's environmental setting will be discussed along with any applicable federal, state, regional and local policies and regulations. This section will also describe the mitigation measures that would be used to minimize any significant environmental impacts, if any are identified. The baseline data collection provides information on existing conditions within and surrounding the Project area, obtained from literature search, review of existing data, and site surveys. Potential impacts are assessed regarding their effects on valuable mineral resources and any mineral resource recovery sites.

4.12.2 ENVIRONMENTAL SETTING

Mineral resources are naturally occurring substances that aid in urban construction. These substances include sand, gravel, and crushed stone that can be used as Portland-cement-concrete (PCC) aggregate, asphaltic-concrete aggregate, road base, railroad ballast, riprap, fill and the production of other construction materials.

EXISTING CONDITIONS

The Project site as a whole, slopes gently downward from the northwestern area to the southeastern area at an approximately 1 percent gradient. The northwestern area of the Project site is thought to be approximately 1,165 feet mean sea level (msl). The southeastern area of the site is thought to be approximately 1,130 feet msl.

The Project site is disturbed with commercial and industrial facilities developed on nine contiguous parcels. While some parcels have been developed, all are currently vacant/unoccupied. Other parcels remain unimproved. *Table 4.12-1, Project Addresses and Existing Uses,* summarizes the associated Project addresses and existing uses.

Table 4.12-1: Project Addresses and Existing Uses

Address	Existing Use
8855 Baker Avenue	Vacant, formerly industrial
8729 East 9th Street	Vacant, formerly office
8817 Baker Avenue	Vacant, formerly residential
8803 Baker Avenue	Abandoned home
8769 Baker Avenue	Undeveloped, featured home in past
8830 Vineyard Avenue	Vacant, formerly industrial
8847 East 9th Street	Vacant, formerly industrial
8810 Vineyard Avenue	Vacant, formerly industrial and residential
8705 & 8725 East 9th Street	Vacant, formerly residential

As required by the Surface Mining and Reclamation Act (SMARA) of 1975 (California PRC, Sections 2710-2796), the California State Mining and Geology Board classifies California mineral resources with the Mineral Resource Zones (MRZs) system. These zones have been established based on the presence or absence of significant sand and gravel deposits and crushed rock source (e.g., products used

in the production of cement). The MRZ-2 mineral resource classification indicates areas known or inferred to have mineral resources, the significance of which is undetermined based on available data.

All previously identified aggregate resource sectors within the City of Ranch Cucamonga are located in the northern portion of the City, north of State Route 210 Freeway. There is one small aggregate resource sector (Lytle Creek Fan) located immediately west of Interstate 15, between Base Line Road and State Route 210. The Project site is not located within any of these aggregate sectors. As show on Figure 5-12.2 in the City's General Plan EIR (2021), the Project site is located within MRZ-2.

As discussed in *Section 4.7, Geology and Soils*, boring and trenching techniques identified artificial fill soils and alluvium at the Project site. Artificial fill soils, which often consist of loose to very dense sands, with small amounts of cobbles and gravels, is visibly disturbed and can contain minor debris like asphaltic concrete fragments and string. Artificial fill soils have been identified throughout the Project site except in one boring location (B-5) and two trench locations (T-2 and T-4). The discovered artificial fill soils extended to depths of approximately 1 to 8 feet below the existing grades.

Alluvial soils found at the boring locations consisted of well-graded sands of various densities as well as fine to coarse grain gravel. Cobble was also identified at varying amounts along with occasional boulders at depths greater than 6 feet below ground surface. A loose fine sand stratum was encountered between depths of 3.5 to 5 feet at boring location B-11. See *Section 4.7, Geology and Soils* for additional details on geologic and soil conditions.

4.12.3 REGULATORY SETTING

FEDERAL

U.S. Code Title 30: Mineral Lands and Mining

The U.S. Code Section 30.21a defines the national mining and minerals policy of the United States. This policy dictates that the United States will encourage the development of rational domestic mining reclamation practices, the sustainable development of domestic mineral resources, mining and mineral research, and the advancement of mineral waste disposal and reclamation methods. Title 30 also describes the federal regulations involving the sale of mineral lands.[1]

STATE

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA) provides regulations and policy regarding surface mining and reclamation operations in California. SMARA ensures that adverse environmental impacts are minimized, and mined lands are restored to a usable condition. SMARA also encourages the production, conservation, and protection of California's mineral resources. Section 2207 of the California Public Resources Code provides annual reporting requirements for all mines in the State, and the State Mining and Geology Board is granted authority and obligations under this section.

[1] United States of America. (1996). United States Code Title 30. Retrieved from: https://uscode.house.gov/browse/prelim@title30&edition=prelim

The State Mining and Geology Board has classified land in California based on the availability of mineral resources. Four mineral resources zone (MRZ) designations have been established for classifying sand, gravel, and crushed rock resources:

- MRZ-1: Adequate information indicates that no significant mineral deposits are present or likely to be present.
- MRZ-2: Adequate information indicates that significant mineral deposits are present or there is a high likelihood for their presence, and development should be controlled.
- MRZ-3: The significance of mineral deposits cannot be determined from the available data.
- MRZ-4: There is insufficient data to assign any other MRZ designation.

Under SMARA, aggregate materials are classified as reserves or resources. Reserves are defined as aggregate materials believed to be acceptable for commercial use that exist within property boundaries owned or leased by an aggregate-producing company, and for which permission allowing extraction and processing has been granted by the proper authorities. Aggregate resources include reserves and similar potentially usable aggregate materials that been granted. Mineral lands are locally reviewed in an effort to ensure that significant mineral deposits are identified and protected. The State Geologist produces an annual report of the disturbed and reclaimed land totals and any amendments to the reclamation plan. The Project is located outside of the City's mineral resource sector within the Claremont- Upland P-C region. This study area includes City and other portions of the County of San Bernardino (County). The Project would be within an area designated as MRZ-2.

4.12.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for mineral resources were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- 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.
- 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.

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning mineral resources. In addition, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts from mineral resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts

and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: review of project maps and drawings, analysis of aerial and ground-level photographs, and review of various data available in public records, including review of relevant local planning documents. The determination that a Project component will or will not result in "substantial" adverse effects on mineral resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.12.5 PROJECT IMPACTS AND MITIGATION

Impact 4.12-1: Would the project 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?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

Alluvial fan areas are regions which are expected to contain mineral resources that are of regional significance. *Table 4.12-2* provides a description of each alluvial fan sector, and the associated land uses. The four alluvial fans are located on the northern half of the City, north of State Route 210. The Project is located in the southwestern corner of the City, disconnected from the four sectors that contain mineral resources of regional significance. The nearest alluvial fan sector to the Project is sector D-3 of the Deer and Day Creek Fans, approximately 3.75 miles northeast of the Project site. The Project's location outside of the City's mineral resource sectors would lead to a less than significant impact to mineral resources.

The Project would be located within the Claremont-Upland P-C Region. This study area includes City and other portions of the County of San Bernardino (County). The Claremont-Upland P-C Region was classified by the California Geological Survey based on the presence of significant mineral resources. The Classification map for the Claremont-Upland P-C Region shows that the Project would be within an area designated as MRZ-2. MRZ-2 areas are expected to contain significant PCC resources[2]. Despite the Project's location within this zone, the site's previously disturbed and developed nature would make any impact to significant mineral resources unlikely. The Project site is already developed for commercial/industrial uses and the surrounding area is currently urbanized with commercial, industrial, and residential uses. As no aggregate recovery is practiced in the area, no impacts associated with the loss of known mineral resources would occur.

MITIGATION MEASURES

No mitigation is required.

Impact 4.12-2: Would the project 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?

Level of Significance: No Impact.

[2] California Geological Survey. (2007). *Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Claremont-Upland Production-Consumption (P-C) Region, Los Angeles and San Bernardino Counties, California.* Sacramento, CA: Russell V. Miller and Lawrence L. Busch.

CONSTRUCTION AND OPERATIONS

One mineral resource recovery site is located within the City or its sphere of influence; a 485-acre open pit mine used for the production of sand and gravel. The mine was owned by Hanson Aggregates LLC and located in the City's sphere of influence immediately west of the Day Creek Channel. The mine was permanently closed in 2012 with no plans to resume activity. The mining reclamation decommission process was completed in 2014. No other mineral recovery sites are cited within the City boundary or sphere of influence.[3] The Project's location on the opposite end of the City would further remove the potential for environmental impacts on the mining site. The Project site is currently disturbed with existing commercial/industrial uses and the site is located within an urbanized commercial, industrial, and residential area. As no aggregate recovery is practiced in the area, no impacts associated with the loss of availability of locally important mineral resources would occur.

MITIGATION MEASURES

No mitigation is required.

4.12.6 CUMULATIVE IMPACTS

For purposes of cumulative mineral resource impact analysis, cumulative impacts are considered for cumulative development according to the related projects; see *Table 4.0-1: Cumulative Projects List.*

As concluded above, Project implementation would have a less than significant impact on the availability of a mineral resource. It was also concluded that the lack of mineral recovery site near the Project and within the City boundary and sphere of influence would lean to no impact on those facilities. Therefore, the Project's incremental effects involving mineral resources within a are not cumulatively considerable.

4.12.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning mineral resources have been identified.

4.12.8 REFERENCES

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4.13 NOISE

4.13.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the 9th and Vineyard Development Project (Project)'s potential construction and operational noise and vibration effects from the Project on the surrounding area. Specifically, the analysis describes the existing noise environment near the Project site; the regulatory framework that guided this analysis pursuant to federal, state, and local regulations; forecasts of future noise and vibration levels at surrounding land uses; and the potential for significant impacts. Noise modeling results are provided in *Appendix I.*

4.13.2 BACKGROUND

ACOUSTIC FUNDAMENTALS

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micropascals (µPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness. *Table 4.13-1, Typical Noise Levels* provides typical noise levels.

Table 4.13-1: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	– 110 –	Rock Band
Jet fly-over at 1,000 feet		
	– 100 –	
Gas lawnmower at 3 feet		
	– 90 –	
Diesel truck at 50 feet at 50 miles per hour		Food blender at 3 feet
	– 80 –	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	**– 70 –**	Vacuum cleaner at 10 feet
Commercial area		Normal Speech at 3 feet
Heavy traffic at 300 feet	**– 60 –**	
		Large business office
Quiet urban daytime	**– 50 –**	Dishwasher in next room
Quiet urban nighttime	**– 40 –**	Theater, large conference room (background)
Quiet suburban nighttime		
	– 30 –	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	– 20 –	
		Broadcast/recording studio
	– 10 –	
Lowest threshold of human hearing	**– 0 –**	Lowest threshold of human hearing

Source: California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent noise level (L_{eq}) represents the equivalent continuous sound pressure level over the noise measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of sound energy during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events. Each is applicable to this analysis and defined in *Table 4.13-2, Definitions of Acoustical Terms.*

Table 4.13-2: Definitions of Acoustical Terms

Term	Definitions
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in µPa (or 20 micronewtons per square meter), where 1 pascals is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 µPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_{01}, L_{10}, L_{50}, L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5 dBA weighting during the hours of 7:00 a.m. to 10:00 a.m. and a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Acoustical Assessment 9th Street and Vineyard Avenue Warehouse Project, 2019, *Appendix I*

The A-weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source.

A-Weighted Decibels

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound.[1] When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions.[2] Under the dB scale, three sources of equal loudness together would produce an increase of approximately 5 dBA.

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics.[3] No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed.

Noise levels could also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA.[4] The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows.

[1] FHWA, *Noise Fundamentals,* 2017. Available at: https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm.
[2] Ibid.
[3] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, Page 2-29, September 2013.
[4] James P. Cowan, *Handbook of Environmental Acoustics,* 1994.

4.13.3 ENVIRONMENTAL SETTING

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA.[5] Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People could consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted[6]:

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

EFFECTS OF NOISE ON PEOPLE

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but could be due to a single event such as an explosion. Natural hearing loss associated with aging could also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss could occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

[5] Compiled from James P. Cowan, *Handbook of Environmental Acoustics,* 1994 and Cyril M. Harris, Handbook of Noise Control, 1979.
[6] Compiled from California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, and FHWA, *Noise Fundamentals,* 2017.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.[7]

GROUNDBORNE VIBRATION

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources could be continuous (e.g., factory machinery) or transient (e.g., explosions or heavy equipment use during construction). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is vibration decibels (VdB) (the vibration velocity level in decibel scale). Other methods are the peak particle velocity (PPV) and the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 4.13-3, Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration could be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon could also be produced by loud airborne environmental noise-causing induced vibration in exterior doors and windows.

[7] Federal Interagency Committee on Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, August 1992.

Table 4.13-3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Peak Particle Velocity (in/sec)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.006-0.019	64-74	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	87	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Virtually no risk of architectural damage to normal buildings
0.2	94	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
0.4-0.6	98-104	Vibrations considered unpleasant by people that are subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage

Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, 2013.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for groundborne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

4.13.4 REGULATORY SETTING

STATE OF CALIFORNIA

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State's noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and

where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential and non-residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

REGIONAL

LA/Ontario Airport Land Use Compatibility Plan

Each airport is required to create an airport land use compatibility plan, which then presents the land use guidelines and policies for areas nearby and surrounding the airports. These policies work to minimize any excessive noise or safety hazard to the surrounding area that could arise due to air traffic and airport operations. Policies within airport land use compatibility plans also outline specific development standards to be followed within airport zones such as building height limits. Local land use plans are required to be consistent with land use compatibility plans that are within their spheres of influence. This ensures that no conflicts are discovered in developments within airport influence areas.

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

The City of Rancho Cucamonga General Plan (Rancho Cucamonga GP) is a roadmap that encompasses the values and aspirations of the community. The Noise Chapter of the Rancho Cucamonga GP specifies outdoor noise level limits for land uses impacted by transportation noise sources. The City requires that new developments be designed to meet these standards.[8] Noise compatibility can be achieved by avoiding the location of conflicting land uses adjacent to one another, incorporating buffers and noise control techniques including setbacks, landscaping, building transitions, site design, and building construction techniques. Selection of the appropriate noise control technique would vary depending on the level of noise that needs to be reduced as well as the location and intended land use.

Goal N-1 Noise. A city with appropriate noise and vibration levels that support a range of places from quiet neighborhoods to active, exciting districts.

Policy N-1.1 Noise Levels. Require new development to meet the noise compatibility standards identified in Table N-1.

Policy N-1.2 Noise Barriers, Buffers and Sound Walls. Require the use of integrated design-related noise reduction measures for both interior and exterior areas prior to the use of noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development.

Policy N-1.4 New Development Near Major Noise Sources. Require development proposing to add people in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, aircraft, industrial or other non-transportation noise sources) to conduct a project level noise analysis and implement recommended noise reduction measures.

Policy N-1.8 Vibration Impact Assessment. Require new development to reduce vibration to 85 VdB or below within 200 feet of an existing structure.

[8] City of Rancho Cucamonga, *Rancho Cucamonga General Plan Update EIR 5.13 Noise,* 2021.

City of Rancho Cucamonga Noise Ordinance

A noise ordinance is intended to control unnecessary, excessive, and annoying sounds from stationary, non-transportation noise sources. Noise ordinance requirements are not applicable to mobile noise sources such as heavy trucks traveling on public roadways. Federal and State laws preempt control of mobile noise sources on public roads. Noise ordinance standards generally apply to industrial and commercial noise sources, as well as parks and schools affecting residential areas. The RCMC prohibits the production of excessive noise and is applied to future development within the City to determine potential noise impacts.

Municipal Code Section 17.66.050(F) regulates that at residential uses between the hours of 7:00 a.m. and 10:00 p.m. the exterior and interior noise levels should not exceed 65 dBA and 50 dBA respectively. These are the noise thresholds when measured at the adjacent residential property line (exterior) or within a neighboring home (interior). Between the hours of 10:00 p.m. and 7:00 a.m., the maximum allowable noise limits are 60 dBA and 45 dBA for exterior and interior respectively.

The City has adopted noise standards applicable to industrial areas. The ordinance places industrial areas into three classes. Classes A, B and C represent the Industrial Park, Neo-Industrial, and Industrial Employment land uses, respectively. *Table 4.13-4, Industrial Performance Standards* shows the maximum noise levels allowed in each of the three classes.

Table 4.13-4: Industrial Performance Standards

Noise Standard	Class A (Industrial Park)[1]	Class B (Neo-Industrial)[2]	Class C (Industrial Employment)[3]
Exterior Noise Maximum (L_{max})	• 70 dBA • 65 dB (for interior space of neighboring use on same lot) • Noise caused by motor vehicles is exempted from this standard.	• 80 dBA • 65 dB (at residential property line) • Noise caused by motor vehicles and trains is exempted from this standard.	• 85 dBA • 65 dB (at residential property line) • Where a use occupies a lot abutting or is separated by a street from a lot within the designated Classes A or B performance standards or residential property, the performance standard of the abutting property shall apply at the common or facing lot line.

Notes:

[1] Industrial Park Land Use; Class A Performance Standards – The most restrictive of the performance standards to ensure a high-quality working environment and available sites for industrial and business firms whose functional and economic needs require protection from the adverse effects of *noise*, odors, vibration, glare, or high-intensity illumination, and other nuisances.

[2] Neo-Industrial Land Use; Class B Performance Standards – These standards are intended to provide for the broadest range of industrial activity while assuring a *basic level* environmental protection. It is the intent of the standards of this section to provide for uses whose operational needs may produce *noise*, vibration, particulate matter and air contaminants, odors, or humidity, heat, and glare which cannot be mitigated sufficiently to meet the Class A standards. The standards are so designed to protect uses on adjoining sites from effects which could adversely affect their functional and economic viability.

[3] Industrial Employment; Class C Performance Standards – It is the intent of the standards of this section to make allowances for industrial uses whose associated processes produce *noise*, particulate matter and air contaminants, vibration, odor, humidity, heat, glare, or high-intensity illumination which would adversely affect the functional and economic viability of other uses. The standards, when combined with standards imposed by other governmental agencies, serve to provide *basic* health and safety protection for persons employed within or visiting the area.

Source: City of Rancho Cucamonga, *Municipal Code Section 17.66.110*, 2019.

Section 17.66.050 of the RCMC sets limits on exterior noise levels that are allowed. Noise ordinance limits are specified using the basic noise level as its reference criteria. The RCMC defines the basic noise level as the acceptable noise level within a given area. The City's exterior noise standard puts

restrictions on the duration of noises of various magnitudes. The noise ordinance sets the following time limits on noise sources in all residential and commercial districts. These restrictions apply to each noise source.

a) Basic noise level for a cumulative period of not more than 15 minutes in any one hour; or

b) Basic noise level plus five dBA for a cumulative period of not more than 10 minutes in any one hour; or

c) Basic noise level plus 14 dBA for a cumulative period of not more than 5 minutes in any one hour; or

d) Basic noise level plus 15 dBA at any time.

Restrictions are shown in *Table 4.13-5, Exterior Noise Standards* in terms of $L_{\%}$ and maximum duration in any given hour. For impulsive or simple tone noise sources, the noise standard for each of the $L_{\%}$ categories is 5 dBA less than it is for noise sources that are neither impulsive nor pure tone.

Table 4.13-5: Exterior Noise Standards

Standard	L_{25}	$L_{16.7}$	$L_{8.3}$	L_{max}
Noise Level Limit[1]	BNL	BNL+5 dBA	BNL+14 dBA	BNL+15 dBA
Noise Level Limit (Impulse or Pure Tone)	BNL-5 dBA	BNL	BNL+9 dBA	BNL+10 dBA
Maximum Allowable Time (Within 1-Hour Period Exceeding Limit)	15 minutes	10 minutes	5 minutes	Never Allowed
Notes: BNL = base noise level (defined as the highest level of background noise considered acceptable while listening to speech discourse); L_{25}, $L_{16.7}$, and $L_{8.3}$ represent $L_{\%}$ values. See above for the definition of $L_{\%}$. [1]Noise that is neither impulsive nor pure tone.				
Source: City of Rancho Cucamonga, *Municipal Code Section 17.66.050(C)*, 2019.				

Construction Noise Standards

Section 17.66.050(D) (Special Exclusions) of the RCMC indicates that construction is excluded from the provisions of the RCMC. As described in Section 17.66.050(D)(4) of the RCMC, noise sources associated with construction, repair, remodeling, or grading of any real property or during authorized seismic surveys, are exempt provided said activities:

a) When adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided noise levels created do not exceed the noise standard of 65 dBA when measured at the adjacent property line.

b) When adjacent to a commercial or industrial use, the noise generating activity does not take place between the hours of 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, and provided noise levels created do not exceed the noise standards of 70 dBA when measured at the adjacent property line.

It should be noted that RCMC Section 17.66.110 provides special performance standards for industrial uses. As described above, maximum noise levels of 70 dBA, 80 dBA, and 85 dBA are allowed for Class A, B, and C industrial uses, respectively; refer to *Table 4.13-4.* Noise levels at residential property lines are limited to 65 dBA for all industrial classes. Furthermore, according to RCMC Section 17.66.050(C),

exceedances of the basic noise level are allowed within certain durations; refer to *Table 4.13-5.* This means that all construction noise shall be such that L_{25} is less than 65 dBA, $L_{16.7}$ is less than 70 dBA, $L_{8.3}$ is less than 79 dBA, and L_{max} is less than 80 dBA to ensure that there are no construction noise impacts.

4.13.5 EXISTING CONDITIONS

The Project site is disturbed with existing commercial and industrial facilities developed on nine contiguous parcels; some developed and occupied, others unimproved. The Project site is currently improved with a series of industrial and commercial buildings, a cellular tower and its related support facilities, and a potential historic residential structure. A large portion of the Project site along Baker Avenue is currently undeveloped. Access is currently provided from the existing driveways from Baker Avenue, 9th Street, and Vineyard Avenue.

EXISTING NOISE SOURCES

Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities including the City of Rancho Cucamonga. Other sources of noise are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise. The Ontario International Airport is located approximately 2.3 miles to the south of the Project. The City's southern border is about one mile away from the Ontario International Airport's 65 dBA CNEL noise contour, which is the closest aviation center to the City.[9] As a result, the airport is not considered an existing noise source.

There are several rail lines that run near or through the City. The Burlington Northern Santa Fe (BNSF) rail line lies just south along the southerly boundary of the Project. This rail line serves both BNSF freight trains and the San Bernardino Metrolink service into Los Angeles. Additionally, there are a number of spur lines that run through the industrial area east of Vineyard Ave, north of 8th Street, to serve industrial properties. According to PlanRC, the noise and vibration from these lines do not create a significant noise impact on the City due to their location in the southern area of the City. The Project buildings, landscaping, and window glazing, would further help to further attenuate noise create from the existing rail lines.

Mobile Sources

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes from the Project traffic analysis (prepared by Kimley-Horn, 2019). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.[10] The average daily noise levels along roadway segments in proximity to the Project site are included in *Table 4.13-6, Existing Traffic Noise Levels.*

[9] City of Rancho Cucamonga, PlanRC, Rancho Cucamonga General Plan Update , 2021.
[10] California Department of Transportation, *California Vehicle Noise Emission Levels*, 1987.

Table 4.13-6: Existing Traffic Noise Levels

Roadway Segment	ADT	dBA CNEL 100 Feet from Roadway Centerline
Vineyard Avenue, between Foothill Blvd. and Arrow Route	12,593	69.4
Vineyard Avenue, between Arrow Route and 9th St.	11,678	69.1
Vineyard Avenue, between 9th St. and 8th St.	12,441	69.4
Vineyard Avenue, between 8th St. and 6th St.	12,530	69.4
Vineyard Avenue, between 6th St. and 4th St.	13,587	69.7
Vineyard Avenue, between 4th St. and Jay St.	15,216	70.4
Vineyard Avenue, between Jay St. and Inland Empire Blvd.	16,674	70.8
Vineyard Avenue, between Empire Blvd. and I-10 westbound ramps	17,500	71.0
Vineyard Avenue, between I-10 westbound ramps and I-10 eastbound ramps	16,479	70.7
Baker Avenue, between Arrow Route and 9th St.	2,600	61.0
Baker Avenue, between 9th St. and 8th St.	3,126	61.8
Arrow Route, between Vineyard Ave. and Baker Ave.	8,444	67.7
9th Street, between Vineyard Ave. and Baker Ave.	2,459	61.5
8th Street, between Vineyard Ave. and Baker Ave.	3,618	63.9
Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level		
Source: Based on traffic data within the *Traffic Impact Study*, prepared by Kimley-Horn, 2019. Refer to *Appendix I* for traffic noise modeling assumptions and results.		

As depicted in *Table 4.13-6,* the existing traffic-generated noise level on Project-vicinity roadways currently ranges from 61.0 dBA CNEL to 71.0 dBA CNEL 100 feet from the centerline. As previously described, CNEL is a 24-hour noise level with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Stationary Sources

The primary sources of stationary noise near the Project are those associated with the surrounding commercial land uses. The noise associated with these sources could represent a single-event noise occurrence or short-term noise. Other noises include dogs barking, residents talking, and general recreational noise.

NOISE MEASUREMENTS

The Project site currently contains two (2) office buildings and two (2) industrial buildings that are all vacant. To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted four short-term noise measurements on August 8, 2019; see *Appendix I.* The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. The 10-minute measurements were taken between 9:29 a.m. and 10:27 a.m. near potential sensitive receptors. Short-term L_{eq} measurements are considered representative of the noise levels throughout the day. The noise levels and sources of noise measured at each location are listed in *Table 4.13-7, Existing Noise Measurements* and shown on *Exhibit 4.13-1, Noise Measurement Locations.*

Table 4.13-7: Existing Noise Measurements

Site	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	East 9th Street, West of Woodside Townhomes entrance	65.2	41.5	85.4	9:29 a.m.
2	On parkway of 8558 East 9th Street, behind mailboxes	62.6	39.4	77.5	9:50 a.m.
3	On sidewalk near railroad sign and utility boxes, across from building	63.4	43.7	82.9	10:04 a.m.
4	In parkway next to mailbox of 1668 8th Street	63.4	41.8	77.7	10:17 a.m.
Source: Noise measurements taken by Kimley-Horn, August 8, 2019. See *Appendix I* for noise measurement results.					

SENSITIVE RECEPTORS

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. Vibration sensitive receivers are generally similar to noise-sensitive receivers but could also include businesses, such as research facilities and laboratories that use vibration-sensitive equipment. Sensitive receptors near the Project site consist mostly of single-family and multi-family residences, religious institutions, educational institutions, and recreational facilities. Sensitive land uses surrounding the Project consist mostly of single-family residential communities. Sensitive land uses nearest to the Project are listed in *Table 4.13-8, Sensitive Receptors*.

Table 4.13-8: Sensitive Receptors

Receptor Description	Distance and Direction from the Project
Single-Family Residential Community	50 feet to the north
Single-Family Residential Community	80 feet to the west
San Antonio Christian School	260 feet to the south
Single-Family Residential Community	260 feet to the south
Kid's Club	485 feet to the south
Los Amigos Elementary School	375 feet to the northwest
Single-Family Residential Community	390 feet to the southeast
Chinese Christian Family Church	690 feet to the north
Dorothy Gibson High School	1,560 feet to the south
Arroyo Elementary School	1,560 feet to the south
Bear Gulch Park	2,000 feet to the northeast
Bear Gulch Elementary School	2,400 feet to the northeast
Valley View High School	2,220 feet to the south
Source: Acoustical Assessment 9th Street and Vineyard Avenue Warehouse Project, 2021, *Appendix I*	

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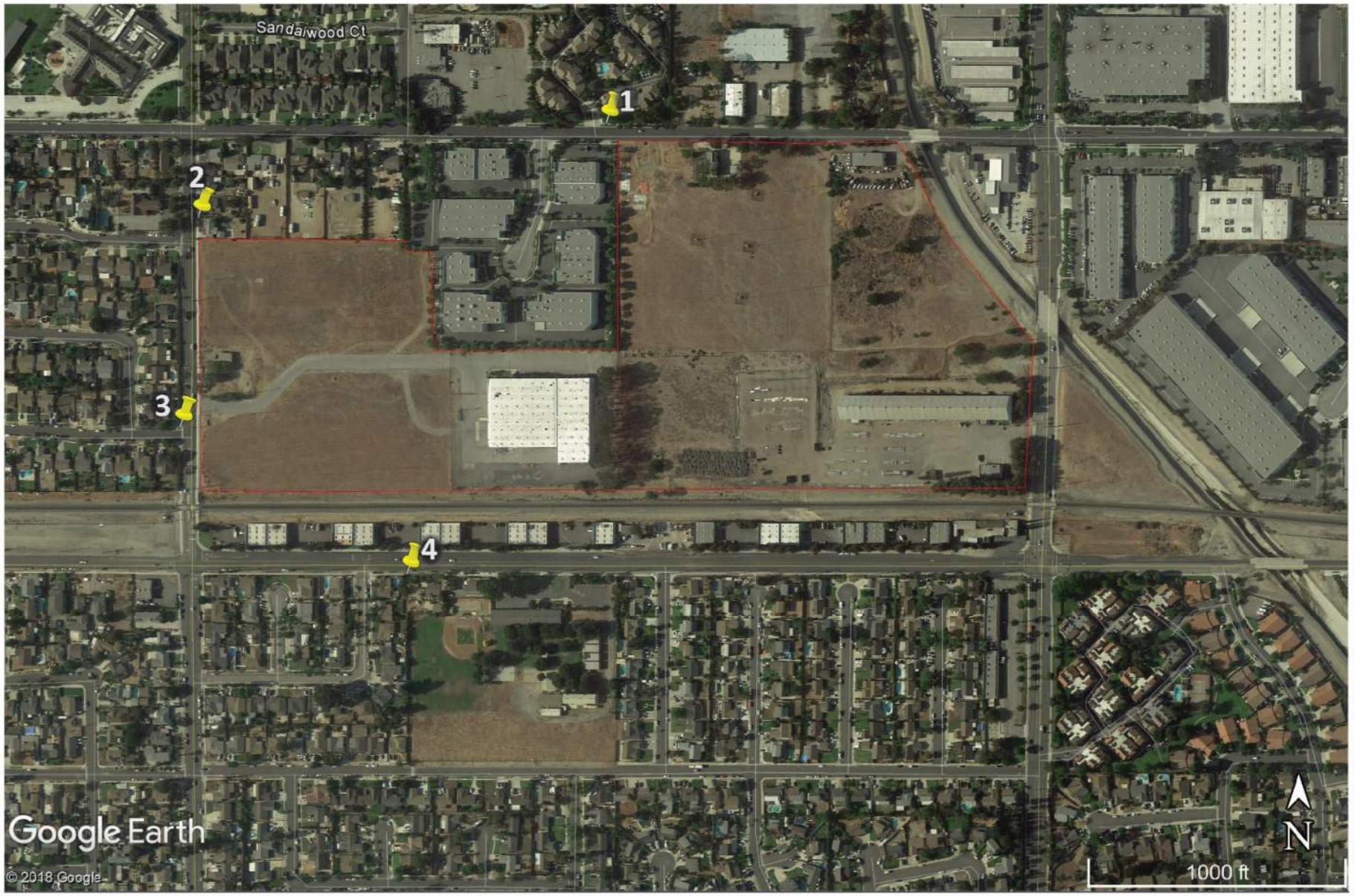

Exhibit 4.13-1: Noise Measurement Locations
9th and Vineyard Development Project

Kimley»Horn

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4.13.6 STANDARDS OF SIGNIFICANCE

The following significance criteria for noise were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive groundborne vibration or groundborne noise levels; and
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

APPROACH TO ANALYSIS

This analysis of impacts from noise examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: Kimley-Horn Associates, *Acoustical Assessment 9th Street and Vineyard Avenue Warehouse Project,* review of project maps and drawings, analysis of aerial and ground-level photographs, and review of various data available in public records, including review of relevant local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on noise resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

CONSTRUCTION THRESHOLDS

The following thresholds of significance are applied for construction noise impacts:

- When adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays and Saturdays, or at any time on Sunday or a national holiday.
- Noise levels created do not exceed the noise standard of 65 dBA when measured at the adjacent property line.

OPERATIONAL THRESHOLDS

The City of Rancho Cucamonga Municipal Code (Section 17.66) includes regulations to control noise. The operational noise standard is 65 dBA at the residential property line. The following threshold of significance is applied for traffic noise impacts:

- Any noise increase of 3 dBA or greater is potentially significant when it impacts a sensitive land use, such as a residential area

- Any noise increase that impacts a sensitive land use, such as a residential area that will exceed 65 dBA Ldn or CNEL.

VIBRATION THRESHOLDS

The City currently does not have a significance threshold to assess vibration impacts. Thus, the FTA guidelines set forth in FTA's Transit Noise and Vibration Impact Assessment Manual are used to evaluate potential impacts related to vibration.

- Any vibration that exceeds 75 VdB, the approximate threshold for annoyance.
- A vibration level that exceeds 0.20 in/sec.

4.13.7 PROJECT IMPACTS AND MITIGATION

Impact 4.13-1 Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Level of Significance: Less than Significant Impact with Mitigation Incorporated.

CONSTRUCTION

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. However, construction activities would occur throughout the Project site and would not be concentrated at a single point near sensitive receptors.

Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment could involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in *Table 4.13-9, Typical Construction Noise Levels.*

As shown in *Table 4.13-9,* exterior noise levels could affect the nearest existing sensitive receptors in the vicinity. Construction equipment would operate throughout the Project site and the associated noise levels would not occur at a fixed location for extended periods of time. The nearest residences are located approximately 50 feet north of the Project site. Section 17.66.050(D)(4)(a) of the Rancho Cucamonga Municipal Code (RCMC) prohibits construction noise from exceeding 65 dBA at the property line of adjacent residential land uses. The Project site is zoned as both Neo-Industrial (NI) and Industrial Park (IP) but is surrounded by land zoned as low to medium density Residential. Although the construction equipment noise levels in *Table 4.13-9* are from FTA's 2018 *Transit Noise and Vibration*

Impact Assessment Manual, the noise levels are based on measured data from a U.S. Environmental Protection Agency report which uses data from the 1970s[11], the FHWA Roadway Construction Noise Model which uses data from the early 1990s, and other measured data. Since that time, construction equipment has been required to meet more stringent emissions standards and the additional necessary exhaust systems also reduce noise from what is shown in the table.

Table 4.13-9: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 100 feet from Source[1]
Air Compressor	80	74
Backhoe	80	74
Compactor	82	76
Concrete Mixer	85	77
Concrete Pump	82	76
Concrete Vibrator	76	79
Crane, Derrick	88	76
Crane, Mobile	83	70
Dozer	85	82
Generator	82	77
Grader	85	79
Impact Wrench	85	76
Jack Hammer	88	79
Loader	80	79
Paver	85	82
Pile-driver (Impact)	101	74
Pile-driver (Sonic)	95	79
Pneumatic Tool	85	95
Pump	77	89
Roller	85	79
Saw	76	71
Scraper	85	84
Shovel	82	89
Truck	84	79

[1] Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$
dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

The noise levels calculated in *Table 4.13-10, Project Construction Noise Level*s, show estimated exterior construction noise without accounting for attenuation from existing physical barriers. Residential uses are located surrounding the Project site. Industrial uses are also located across Vineyard Avenue to the east and across 9th Street to the northeast. Since construction noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor, the sensitive receptors at the nearest residences would experience noise levels potentially greater than 65 L_{eq} dBA. Noise levels at the closest residences would be lower than the levels shown in *Table 4.13-10* due to additional attenuation from intervening structures. As depicted in *Table 4.13-10,* construction noise levels located at the property lines of the residential uses would likely exceed the City's 65 dBA standard. Therefore,

[11] U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, NTID300.1, December 31, 1971.

mitigation would be required to ensure construction noise impacts are reduced to a less than significant level.

Noise source control is the most effective method of controlling construction noise. Source controls, which limit noise, are the easiest to oversee on a construction project. Mitigation at the source reduces the problem everywhere, not just along one single path or for one receiver. Noise path controls are the second method in controlling noise. Barriers or enclosures can provide a substantial reduction in the nuisance effect in some cases. Path control measures include moving equipment farther away from the receiver; enclosing especially noisy activities or stationary equipment; erecting noise enclosures, barriers, or curtains; and using landscaping as a shield and dissipater.

Table 4.13-10: Project Construction Noise Levels

Construction Phase	Modeled Exterior Construction Noise Level	
	dBA L_{eq}	dBA L_{max}
Demolition	77.4	77.5
Site Preparation	75.6	72.0
Grading	76.2	73.0
Building Construction	77.3	73.0
Paving	74.1	73.0
Architectural Coating	61.6	65.6
[1] Distance is from the nearest receptor to the main construction activity area on the project site.		
Source: Federal Highway Administration, *Roadway Construction Noise Model,* 2006. Refer to *Appendix I* for noise modeling results.		

Mitigation Measure NOI-1 would ensure that all construction equipment is equipped with properly operating and maintained mufflers and other State required noise attenuation devices, helping to reduce noise at the source. The FHWA indicates that muffler systems can reduce noise levels by 10 dBA or more.[12] Mitigation Measure NOI-1 also requires construction signs be posted on-site and adjacent to residences, as well as a noise disturbance coordinator to minimize and manage construction noise. Implementation of Mitigation Measure NOI-2 requires noise monitoring to ensure construction noise levels comply with City standards. If necessary, the use of temporary construction barriers would substantially reduce construction-generated noise levels. According to the Federal Highway Administration, temporary noise barriers or enclosures such as that required by Mitigation Measure NOI-2 can provide a sound reduction 20 dBA (FHWA 2011), with a practical reduction of 15 dBA because sound can still travel over the top of the barrier. As project construction could be as high as 77.4 dBA, a 15 dBA reduction would be enough to reduce construction noise to levels below the 65 dBA standard. Therefore, implementation of Mitigation Measures NOI-1 and NOI-2, would reduce construction noise impacts to less than significant levels.

OPERATIONS

Implementation of the Project would create new sources of noise in the project vicinity. The major noise sources associated with the Project that would potentially impact existing and future nearby residences include the following:

- Mechanical equipment (i.e., trash compactors, air conditioners, etc.);
- Slow-moving trucks on the Project site, approaching and leaving the loading areas;

[12] Federal Highway Administration, *Special Report - Measurement, Prediction, and Mitigation*, Chapter 4 Mitigation, 2017.

- Activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-Site Traffic Noise.

Mechanical Equipment

The Project is surrounded by residential and industrial uses. The nearest sensitive receptors to the Project site are the residences 50 feet to the north on the western edge of the Project boundaries. Potential stationary noise sources related to long-term operation of the project site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.[13] HVAC equipment would be roof mounted. As the closest building (proposed Building 3) would be approximately 56 feet from the property line, the worst-case HVAC equipment noise would be 51 dBA based on distance attenuation alone (using the inverse square law of sound propagation).[14] This noise level conservatively does not include attenuation from intervening parapet walls. Additionally, HVAC equipment would be further away as it is typically centrally located on the roof. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels and would not exceed the City's 65 dBA daytime standard or the City's 60 dBA nighttime standard. Therefore, the Project would result in a less than significant impact related to stationary noise levels.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading or unloading activities would occur on the north, east, and west sides of the Project site. Access to the site would occur along 9th Street, Vineyard Avenue, and Baker Avenue. Typically, heavy truck operations generate a noise level of 68 dBA at a distance of 30 feet. The closest residences would be located approximately 150 feet north of the loading areas. Based on the inverse square law of sound propagation, the residences would experience truck noise levels of approximately 54 dBA, which is below the City's 65 dBA exterior residential noise standard (per Municipal Code Section 17.66.110 & Table 17.66.110-1).

The proposed warehouse buildings includes dock-high doors for truck loading and unloading, as well as manufacturing and light industrial operations. The dock-high doors are set back more than 150 feet (approximately 181 feet from the north property line for Building 3), from the northern property line. Based on the truck reference noise level above, noise levels would attenuate to approximately 54 dBA at the property line. Therefore, noise levels associated with truck maneuvering and loading or unloading would not exceed the City's 65 dBA and 60 dBA exterior residential daytime and nighttime noise standards. It should be noted that these noise levels conservatively do not account for additional attenuation that would occur from intervening structures or perimeter walls. As described above, noise levels associated with trucks and loading or unloading activities would not exceed the City's standards and impacts would be less than significant.

[13] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.
[14] Sound level reduces by 6 dB for every doubling of distance.

Parking Noise

The Project would accommodate the need for parking. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 60 to 63 dBA and could be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas could also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. Parking lot noises are instantaneous noise levels, compared to noise standards in the hourly L_{eq} metric, which are averaged over the entire duration of a time period.

Actual noise levels over time resulting from parking lot activities would be far lower than the reference levels identified above. Parking lot noise would occur within the surface parking lot on-site. Parking lot noise occurs at the adjacent properties under existing conditions. Parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along Baker Avenue, 9th Street, and Vineyard Avenue. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Off-Site Traffic Noise

Future development generated by the Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise near existing and proposed land uses. Please note that while the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The below analysis reflects the more conservative 1,037,467 square footage, and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet. Based on the Traffic Impact Analysis, the Project would result in approximately 1,805 daily trips (non-passenger car equivalent) including 369 trucks (20.4 percent). The Opening Year "2021 Without Project" and "2021 Plus Project" scenarios were also compared. As shown in *Table 4.13-11, Opening Year Traffic Noise Levels,* roadway noise levels would range from 61.5 dBA to 71.4 under 2021 Without Project conditions and from 61.6 dBA to 71.8 dBA under 2021 Plus Project conditions. The highest noise levels would occur along Vineyard Avenue. It is noted that the fleet mix for the 2021 Plus Project scenario was modified to account for the truck trips generated by the Project. As shown in *Table 4.13-11,* Project generated traffic would result in a maximum increase of 0.9 dBA. As the noise level increase is below 3.0 dBA, a less than significant impact would occur in this regard.

Table 4.13-11: Opening Year Traffic Noise Levels

Roadway Segment	2021 Without Project		2021 With Project		Change	Threshold (dBA Increase)	Significant Impacts
	ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline			
Vineyard Avenue, Foothill Blvd. to Arrow Route	13,243	69.6	13,315	70.1	0.5	3.0	No
Vineyard Avenue, Arrow Route to 9th St.	12,310	69.3	12,442	69.9	0.6	3.0	No
Vineyard Avenue, 9th St. to 8th St.	13,254	69.6	14,490	70.2	0.6	3.0	No
Vineyard Avenue, 8th St. to 6th St.	13,737	69.8	15,577	70.4	0.6	3.0	No
Vineyard Avenue, 6th St. to 4th St.	15,039	70.2	16,807	70.7	0.5	3.0	No
Vineyard Avenue, 4th St. to Jay St.	16,746	70.8	18,326	71.3	0.5	3.0	No
Vineyard Avenue, Jay St. to Inland Empire Blvd.	18,233	71.2	19,813	71.6	0.4	3.0	No
Vineyard Ave., Empire Blvd. to I-10 WB ramps	19,076	71.4	20,656	71.8	0.4	3.0	No
Vineyard Ave., I-10 WB ramps to I-10 EB ramps	17,422	71.0	18,248	71.4	0.4	3.0	No
Baker Avenue, Arrow Route to 9th St.	2,936	61.5	3,092	61.6	0.1	3.0	No
Baker Avenue, 9th St. to 8th St.	3,473	62.3	4,323	62.4	0.1	3.0	No
Arrow Route, Vineyard Ave. to Baker Ave.	8,633	67.8	8,733	67.8	0	3.0	No
9th Street, Vineyard Ave. to Baker Ave.	3,026	62.4	3,518	63.1	0.7	3.0	No
8th Street, Vineyard Ave. to Baker Ave.	3,710	64.0	4,476	64.8	0.9	3.0	No

Notes:
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Source: Based on traffic data within the *Traffic Impact Study*, prepared by Kimley-Horn, 2019. Refer to *Appendix J*for traffic noise modeling assumptions and results.

The Horizon Year "2040 Without Project" and "2040 Plus Project" scenarios were also compared. As shown in *Table 4.13-12, Horizon Year Traffic Noise Levels,* roadway noise levels would range from 62.3 dBA to 73.5 under 2040 Without Project conditions and from 62.3 dBA to 73.7 dBA under 2040 Plus Project conditions. The highest noise levels would occur along Vineyard Avenue. It is noted that the fleet mix for the 2040 Plus Project scenario was modified to account for the truck trips generated by the Project. As shown in *Table 4.13-12,* Project generated traffic would result in a maximum increase of 0.6 dBA. Since the noise level increase is below 3.0 dBA, a less than significant impact would occur in this regard.

Table 4.13-12: Horizon Year Traffic Noise Levels

Roadway Segment	2040 Without Project		2040 With Project		Change	Threshold (dBA Increase)	Significant Impacts
	ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline			
Vineyard Avenue, Foothill Blvd. to Arrow Route	17,863	70.9	17,935	3.0	0.4	3.0	No
Vineyard Avenue, Arrow Route to 9th St.	16,462	70.6	16,594	3.0	0.4	3.0	No
Vineyard Avenue, 9th St. to 8th St.	16,731	70.6	17,967	3.0	0.5	3.0	No
Vineyard Avenue, 8th St. to 6th St.	13,675	69.8	15,515	3.0	0.6	3.0	No
Vineyard Avenue, 6th St. to 4th St.	18,572	71.1	20,340	3.0	0.4	3.0	No
Vineyard Avenue, 4th St. to Jay St.	27,441	73.0	29,021	3.0	0.3	3.0	No
Vineyard Avenue, Jay St. to Inland Empire Blvd.	30,431	73.4	32,011	3.0	0.3	3.0	No
Vineyard Ave., Empire Blvd. to I-10 WB ramps	30,831	73.5	32,411	3.0	0.3	3.0	No
Vineyard Ave., I-10 WB ramps to I-10 EB ramps	27,177	72.9	28,003	3.0	0.3	3.0	No
Baker Avenue, Arrow Route to 9th St.	3,483	62.3	3,639	3.0	0	3.0	No
Baker Avenue, 9th St. to 8th St.	3,996	62.9	4,846	3.0	0	3.0	No
Arrow Route, Vineyard Ave. to Baker Ave.	13,048	69.6	13,148	3.0	0	3.0	No
9th Street, Vineyard Ave. to Baker Ave.	4,656	64.3	5,148	3.0	0.4	3.0	No
8th Street, Vineyard Ave. to Baker Ave.	5,815	65.9	6,581	3.0	0.6	3.0	No

Notes:
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Source: Based on traffic data within the *Traffic Impact Study*, prepared by Kimley-Horn, 2019. Refer to *Appendix J* for traffic noise modeling assumptions and results.

MITIGATION MEASURES

MM NOI-1: Prior to Grading Permit issuance, the applicant shall demonstrate, to the satisfaction of the City of Rancho Cucamonga Director of Public Works or City Engineer that the Project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices.
- A sign, legible at 50 feet shall be posted at the Project construction site. The sign(s) shall be reviewed and approved by the Building Official and City Planning Department, prior to posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.
- Prior to issuance of any Grading or Building Permit, the Contractor shall provide evidence that a construction staff member will be designated as a Noise Disturbance Coordinator and will be present on-site during construction activities. The Noise Disturbance Coordinator is responsible for responding to local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint, determine the

cause (e.g., starting too early, bad muffler, etc.), and implement reasonable measures to resolve the complaint as deemed acceptable by the Public Works Department.

- Prior to issuance of any Grading or Building Permit, the Project Applicant shall demonstrate to the satisfaction of the City Engineer that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.
- Construction haul routes shall be designed to avoid noise-sensitive uses (e.g., residences, convalescent homes, etc.) to the extent feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

MM NOI-2: Construction or grading noise levels shall not exceed the standards specified in City of Rancho Cucamonga Municipal Code Section 17.66.050, as measured at the adjacent property line. During construction, the applicant shall perform weekly noise level monitoring at the following locations adjacent to existing residential properties: (1) Baker Avenue frontage, (2) the north property line between Baker Avenue and the existing Lanyard Court industrial building development, and (3) the north property line along 9th Street opposite the existing Woodside Townhomes residential development. The findings of the noise monitoring shall be reported to the Building Official and City Planning Department on a monthly basis; however, the Building Official and City Planning Department must be notified immediately if noise levels at the aforementioned locations exceed 65 dBA per the City of Rancho Cucamonga Municipal Code Section 17.66.050. If noise levels at the aforementioned locations exceed 65 dBA at the adjacent property line, construction activities shall be halted, reduced in intensity to a level of compliance, or temporary construction noise barriers shall be used to the satisfaction of the City of Rancho Cucamonga.

If temporary construction noise barriers are required, they shall comply with the following criteria or as otherwise approved by the Building Official and City Planning Department:

- Temporary construction noise barriers shall be installed, maintained, and removed by the construction contractor along the property line such that they block the line of sight between the construction equipment and the adjacent uses.
- The temporary noise barriers shall be a minimum height of 12 feet height.
- The barriers shall be solid from the ground to the top of the barrier.
- The barriers shall have a weight of at least 2.5 pounds per square foot, which is equivalent to ¾ inch thick plywood.

Impact 4.13-2 Would the Project generate excessive groundborne vibration or groundborne noise levels?

Level of Significance: Less than Significant Impact.

Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations in their 2018 *Transit Noise and Vibration Impact Assessment Manual*. The types of construction vibration impacts include human annoyance and building damage.

Human annoyance is evaluated in vibration decibels (VdB) (the vibration velocity level in decibel scale) and occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. The FTA Transit Noise and Vibration Impact Assessment Manual identifies 75 VdB as the approximate threshold for annoyance. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, buildings constructed with reinforced concrete, steel, or timbers, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any vibration damage.

Table 4.13-13, Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet and 100 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in *Table 4.13-13,* based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

For this Project, FTA's 0.20 in/sec PPV threshold for non-engineered timber and masonry buildings was used because of the proximity of an existing historical house. Although vacant, the historical house located on-site would act as a sensitive receptor for vibrations due to its age and construction methods. Based on site plans, construction activities would occur between 25 and 30 feet from the historical house. As shown in *Table 4.13-13,* at a distance of 25 feet, vibrations from construction equipment would reach a maximum of 0.089 in/sec PPV which is below FTA's threshold of 0.2 in/sec PPV. Therefore, vibration damage to existing buildings, especially the historical house, would not occur.

As shown in *Table 4.13-13,* construction VdB levels would not exceed 69 VdB at 100 feet (i.e., below the 75 VdB annoyance threshold). It can reasonably be assumed that at any further distance, the vibration levels would attenuate further. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest residential structure. Therefore, vibration impacts associated with the Project construction would be less than significant.

Once operational, the Project would not be a significant source of groundborne vibration. Groundborne vibration surrounding the Project currently result from heavy-duty vehicular travel (e.g., refuse trucks, heavy-duty trucks, delivery trucks, and transit buses) on the nearby local roadways. Operations of the Project would include truck deliveries. Due to the rapid drop-off rate of ground-borne vibration and the

short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. According to the FTA's Transit Noise and Vibration Impact Assessment, trucks rarely create vibration levels that exceed 70 VdB (equivalent to 0.012 in/sec PPV) when they are on roadways. In addition, the historical house would either be restored as part of the Project or donated to the City for future restoration to ensure that it would be preserved and is in compliance with all current building codes. Operations at the Project site or along surrounding roadways would not exceed FTA thresholds for building damage or annoyance. Therefore, impacts would be less than significant.

Table 4.13-13: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocityat 100 Feet (in/sec)[1]	Approximate VdB at 25 Feet	Approximate VdB at 100 Feet[2]
Large Bulldozer	0.089	0.011	87	69
Caisson Drilling	0.089	0.011	87	69
Loaded Trucks	0.076	0.010	86	68
Jackhammer	0.035	0.004	79	61
Small Bulldozer/Tractors	0.003	0.000	58	41

Notes:

[1] Calculated using the following formula: $PPV_{equip}=PPV_{ref}x(25/D)^{1.5}$, where: PPV_{equip}=the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec; D = the distance from the equipment to the receiver.

[2] Calculated using the following formula: Lv(D)=Lv(25)-(30xlog10(D/25))

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

MITIGATION MEASURES

No mitigation is required.

Impact 4.13-3 For a Project located within the vicinity of a private airstrip or 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 the Project expose people residing or working in the Project area to excessive noise levels?

Level of Significance: Less than Significant Impact.

The closest airport to the Project site, is the Ontario International Airport located approximately 2.3 miles to the south. The Project is not within 2.0 miles of a public airport or within an airport land use plan. As identified in the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) adopted in 2011, the entire Project area is within the Airport Influence Area (AIA). The northern portion of the Project site is within the FAA Obstruction Surfaces Area, which, per Federal Aviation Regulations Part 77 (FAR Part 77), Subpart B, requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) for a distance of 20,000 feet from nearest point of any runway. The southern portion of the Project site is within FAA Height Notification Area, which, per FAR Part 77, Subpart C, establishes standards for determining obstructions to air navigation. According to the Plan, the 60 decibel (db) Community Noise Equivalent Level (CNEL) contour developed from forecasts of future operations in 2030 would not lie within the City of Rancho Cucamonga (Ontario 2011) and therefore the City of Rancho Cucamonga is not affected for noise. There is an occasional light plane and helicopter noise heard at the Project site, but neither the magnitude nor the duration of the aircraft noise is

excessive. Thus, regarding noise, there would be no impact to employees due to the distance from the airport.

Additionally, there are no private airstrips located within the Project vicinity. The Project would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels. Therefore, impacts would be less than significant.

MITIGATION MEASURES

No mitigation is required.

4.13.8 CUMULATIVE IMPACTS

CUMULATIVE CONSTRUCTION NOISE

As discussed above, the Project's construction activities would not exceed the City's noise standards. The City permits construction activities between the hours of 7:00 a.m. and 8:00 p.m. on weekdays and Saturdays and prohibits construction activities on Sundays and Federal holidays. There would be periodic, temporary, noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction Project noise impacts if construction activities were conducted concurrently. Based on the noise analysis above, the Project's would implement Mitigation Measures NOI-1 and NOI-2. Mitigation Measure NOI-1 would ensure that all construction equipment is equipped with properly operating and maintained mufflers, signs be posted near adjacent residences with contact information and dates of construction activities, and a noise disturbance coordinator to minimize and manage construction noise. Mitigation Measure NOI-2 requires noise monitoring to ensure construction noise levels comply with City standards or the use of temporary construction barriers. Temporary barriers would substantially reduce noise, ensuring construction-generated noise levels would remain below the City's standards.

Construction activities at other planned and approved projects near the Project site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the applicable Municipal Code, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable.

CUMULATIVE OPERATIONAL NOISE

Cumulative Off-Site Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the Existing and Future Without Project scenarios to the Future Plus Project scenario. The

traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- *Combined Effect*. The cumulative with Project noise level ("Cumulative With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there could be a significant noise increase due to the Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Project.
- *Incremental Effects*. The "Cumulative With Project" causes a 1.0 dBA increase in noise over the "Cumulative Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the Project and growth due to occur in the general area would contribute to cumulative noise impacts. *Table 4.13-14, Cumulative Plus Project Conditions Predicted Traffic Noise Levels*, identifies the traffic noise effects along roadway segments in the Project vicinity for "Existing," "Cumulative Without Project," and "Cumulative With Project," conditions, including incremental and net cumulative impacts. As stated above, while the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The below analysis reflects the more conservative 1,037,467 square footage, and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

Table 4.13-14: Cumulative Plus Project Conditions Predicted Traffic Noise Levels

Roadway Segment	Existing	Cumulative Without Project	Cumulative With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
				Difference In dBA Between Existing and Cumulative With Project	Difference In dBA Between Cumulative Without Project and Cumulative With Project	
Vineyard Ave						
Foothill Blvd to Arrow Route	69.4	70.9	71.3	1.9	0.4	No
Arrow Route to 9th Street	69.1	70.6	71.0	1.9	0.4	No
9th Street to 8th Street	69.4	70.6	71.1	1.8	0.5	No
8th Street to 6th Street	69.4	69.8	70.4	1.0	0.6	No
6th St Street to 4th Street	69.7	71.1	71.5	1.8	0.4	No
4th Street to Jay Street	70.4	73.0	73.3	2.9	0.3	No

Roadway Segment	Existing	Cumulative Without Project	Cumulative With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
				Difference In dBA Between Existing and Cumulative With Project	Difference In dBA Between Cumulative Without Project and Cumulative With Project	
Jay Street to Inland Empire Blvd.	70.8	73.4	73.7	2.9	0.3	No
Empire Blvd. to I-10 WB ramps	71.0	73.5	73.7	2.7	0.3	No
I-10 WB ramps to I-10 EB ramps	70.7	72.9	73.2	2.5	0.3	No
Baker Avenue						
Arrow Route to 9th Street	61.0	62.3	62.3	1.3	0.0	No
9th Street to 8th Street	61.8	62.9	63.0	1.2	0.1	No
Arrow Route						
Vineyard Avenue to Baker Avenue	67.7	69.6	69.6	1.9	0.0	No
9th Street						
Vineyard Avenue to Baker Avenue	61.5	64.3	64.7	3.2	0.4	No
8th Street						
Vineyard Avenue to Baker Avenue	63.9	65.9	66.5	2.6	0.6	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level; WB = westbound; EB = eastbound

1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.

Source: Based on traffic data within the *VMT Assessment & Local Access, Safety, and Circulation Study*, prepared by Kimley-Horn, 2020. Refer to **Appendix A** for traffic noise modeling assumptions and results.

Table 4.13-14 shows the increase for combined effects and incremental effects. However, as mentioned above, none of the segments meet the criteria for cumulative noise increase. The Project would not result in long-term mobile noise impacts based on project-generated traffic as well as cumulative and incremental noise levels. Therefore, the Project, in combination with cumulative background traffic noise levels, would result in a less than significant cumulative impact. The Project's contribution to would not be cumulatively considerable.

Cumulative Stationary Noise

Stationary noise sources of the Project would result in an incremental increase in non-transportation noise sources in the Project vicinity. However, as discussed above, operational noise caused by the Project would be less than significant. Additionally, due to site distance to sensitive receptors cumulative stationary noise impacts would not occur. Similar to the Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each Project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact, and even if there was such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noises.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would not be cumulatively significant.

4.13.9 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable air quality impacts have been identified.

4.13.10 REFERENCES

California Department of Transportation, *California Vehicle Noise Emission Levels*, 1987.

California Department of Transportation, *Traffic Noise Analysis Protocol*, 2020.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013.

California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, 2013.

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Federal Highway Administration, *Roadway Construction Noise Model*, 2006.

Federal Highway Administration, *Roadway Construction Noise Model User's Guide Final Report*, 2006.

Federal Interagency Committee on Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, 1992.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

Kimley-Horn Associates, *Acoustical Assessment 9th Street and Vineyard Avenue Warehouse Project*, November 2020.

United States Environmental Protection Agency, *Protective Noise Levels (EPA 550/9-79-100)*, 1979.

Ontario International Airport Authority, 2019 (Accessed December 9, 2019). Airport Authority: https://www.flyontario.com/corporate/airport-authority

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4.14 POPULATION AND HOUSING

4.14.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the potential environmental impacts of the 9th and Vineyard Development Project (Project) as they relate to population and housing. The Project's environmental setting will be discussed along with any applicable federal, state, regional and local policies, and regulations. This section will also describe the mitigation measures that would be used to minimize any significant environmental impacts relating to population and housing, if any are identified. The current condition was used as the baseline against which to compare potential impacts associated with implementation of the Project.

4.14.2 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

Population

The California Department of Finance (DOF) estimates that the City's population in 2019 was 179,421 persons.[1] The DOF population estimates are derived by multiplying the number of occupied housing units by persons per household. The persons per household estimates are based on 2010 Census benchmark data. *Table 4.14-1, Rancho Cucamonga Population Age Demographics*, summarizes the City's population by age using the United States Census Bureau's 2018 analysis of the City's demographics.

Table 4.14-1: Rancho Cucamonga Population Age Demographics

Age	Percentage of Population	Population Amount[1] [2]
Under 5 Years	6.2%	11,021 Persons
5-17 Years	23.9%	42,483
18-64 Years	59.6%	105,939
65 Years and Older	10.3%	18,308
	Total Population[2]	**177,751**
Source: United States Census Bureau. (2018). *Quick Facts. Rancho Cucamonga City, California.* Retrieved from: https://www.census.gov/quickfacts/fact/table/ranchocucamongacitycalifornia#.		
Notes: [1] Approximate amounts based on percentage of July 1, 2018 population total, rounded to nearest whole number. [2] As of July 1, 2018.		

Households and Housing

Housing estimates are calculated using the existing housing units in a city or jurisdiction as the baseline housing stock and adding any new residential construction projects and land annexations while subtracting any residential unit demolitions. This updated value then defines the city or jurisdiction's estimated housing units. The City was estimated to contain 59,399 housing units in the year 2019; of which 57,220 were occupied. This led to a vacancy rate of approximately 3.7 percent.[2] The City's housing units are summarized by type in *Table 4.14-2*, *Housing Units in Rancho Cucamonga* along with the estimated amount of each housing type.

[1] California Department of Finance. (2019). *Table 2:E-5 City/County Population and Housing Estimates, 1/1/2019.* Sacramento, CA: Department of Finance.

[2] California Department of Finance. (2019). *Table 2:E-5 City/County Population and Housing Estimates, 1/1/2019.* Sacramento, CA: Department of Finance.

Table 4.14-2: Housing Units in Rancho Cucamonga

Single Detached	Single Attached	Two to Four	Five Plus	Mobile Homes	Total Units	Total Occupied Units
37,148	3,685	2,757	14,259	1,550	59,399	57,220

Source: California Department of Finance. (2019). *Table 2:E-5 City/County Population and Housing Estimates, 1/1/2019.* Sacramento, CA: Department of Finance.

The City's average household size of 3.09 persons was applied to the total occupied units which led to the estimation of 176,595 persons living within households. The remaining 2,826 persons of the estimated total population are classified as occupying group quarters. Group quarters are places in which people live or stay with others like senior housing facilities and college dorm living areas. Group quarters are usually owned or managed by an entity, which houses the residents and provides other services such as medical care and custodial assistance. Unlike with other households shown in *Table 4.14-2,* residents of group quarters are often unrelated[3]. Group quarter information is reported by federal, state, and local agencies.

Employment

The California Employment Development Department (EDD) provides data for the City's employment and labor force. As of 2019, EDD's analysis of the City revealed a 97,500-person labor force with 95,100 persons employed. This leaves 2,400 people in the City's labor force unemployed, or an approximately 2.5 percent unemployment rate.[4] When compared to housing, there are 95,100 jobs to 59,399 housing units in the City. This creates a job to housing balance ratio of approximately 1.6, meaning that there are approximately 1.6 jobs for every housing unit in the City.

The Southern California Association of Governments (SCAG) states that a job to housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply. Jobs and housing are considered in balance when a subregion has enough employment opportunities for most people who live there and enough housing opportunities for most of the people who work there. The job to housing balance is one indicator of a project's effect on growth and quality of life in a project area. SCAG uses the job to housing ratio to assess the relationship between housing and employment growth.

Alternatively, the 2016-2040 RTP/SCS states that "the imbalance of jobs and housing is considered a key contributor to traffic congestion and an impediment to environmental justice."[5] According to SCAG, improvements in the jobs to housing balance could result in a reduction of transportation congestion and related air quality problems. Communities with more than 1.5 jobs per dwelling unit are considered "jobs rich" and those with fewer than 1.5 jobs per dwelling unit are considered "housing rich."

[3] United States Census Bureau. (2019). *Group Quarters Information.* Retrieved from: https://www.census.gov/2018censustest/gq

[4] California Employment Development Department. (2019). *Local Area Unemployment Statistics (LAUS).* Retrieved from: https://data.edd.ca.gov/Labor-Force-and-Unemployment-Rates/Local-Area-Unemployment-Statistics-LAUS-/e6gw-gvii/data

[5] Southern California Association of Governments. (2016). 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy Plan. Los Angeles, CA: SCAG.

4.14.3 REGULATORY SETTING

STATE

California State Housing Element Law

California State Housing Element Law (California Government Code Article 10.6) establishes the requirements for the Housing Element of the General Plan, one of the seven mandatory General Plan Elements. California State law requires that the Housing Elements identify and analyze existing and projected housing needs and provide goals, policies, objectives, financial resources, and programs for the preservation, improvement, and development of housing (Government Code Section 65580). The Housing Element identifies ways in which housing needs of current and future residents can be met. The California Legislature has determined that a primary housing goal for the State of California (State) is ensuring every resident has a decent home and suitable living environment. Government Code Section 65588 requires that local governments review and revise the Housing Element of their comprehensive General Plans not less than once every eight years.

REGIONAL

Southern California Association of Governments

SCAG is a Joint Powers Agency established by the California Government Code. SCAG is designated as a Council of Governments, a Regional Transportation Planning Agency, and a Metropolitan Planning Organization that includes County of San Bernardino, County of Orange, County of Los Angeles, County of Ventura, County of Riverside, and County of Imperial. The region encompasses a population exceeding 18 million persons in an area that encompasses more than 38,000 square miles. As the designated Metropolitan Planning Organization, SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local governments.

SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth in the region. On September 2, 2020, SCAG adopted its 2020-2045 RTP/SCS. Major themes in the 2020 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increase capacity through improved systems management; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth and opportunity; promoting the links between public health, environmental protection, and economic opportunity; and, incorporating the principles of social equity and environmental justice into the plan. Growth forecasts contained in the 2020 RTP/SCS for the City are used as the basis of analysis for housing, population, and employment forecasts.

Regional Housing Needs Assessment (RHNA)

Government Code Section 65583 sets forth the specific components of a jurisdiction's Housing Element; including local jurisdictions; obligation to provide their "fair share" of regional housing needs. Local governments and COGs are required to determine existing and future housing needs. The RHNA process begins with the California Department of Housing and Community Development's projection of future statewide housing growth need, and the apportionment of this need of regional Council of Governments (COGs) throughout the State. As the region's designated COG, SCAG is the agency responsible for

preparing the Regional Housing Needs Assessment (RHNA) including the allocation of housing units for the region that it represents. The City of Rancho Cucamonga is a member of SCAG. The allocation of said need must be approved by the California Department of Housing and Community Development.

The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The current RHNA planning cycle (5th) is October 2013 to October 2021. The "fair share" allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of its resident population, as well as the jurisdiction's forecasted share of regional housing growth across all income categories. The City is currently updating the Housing Element (6th Cycle) to comply with State law for the planning period from 2021 to 2029. Regional growth needs are defined as the number of units that are needed in each jurisdiction to accommodate the forecasted number of households, as well as the number of units that are needed to compensate for anticipated demolitions and changes to achieve an ideal vacancy rate. SCAG defines a "household" as an occupied dwelling unit.

The housing construction need is determined for four broad household income categories: very low (households making less than 50 percent of area median income [AMI]), low (50 to 80 percent of AMI), moderate (80 to 120 percent of AMI), and above moderate (more than 120 percent of AMI). The intent of the future needs allocation by income groups is to relieve the undue concentrations of very low-income and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Land Use and Community Character Chapter

The Land Use and Community Character Chapter of the City of Rancho Cucamonga General Plan (Rancho Cucamonga GP) provides guidance to promote the City's goals for current and future development including establishing appropriate land use densities, growth strategies and buildout forecasts. This chapter also focuses on enhancing the community of its residents and maintaining its historical significance.

Goal LC-3 Fiscally Sustainable. A fiscally sound and sustainable City.

Policy LC-3.2 Community Benefit. Require a community benefit and economic analysis for large projects that abut existing neighborhoods or for any project at the maximum density, with a focus on resolving physical, economic, long-term fiscal, and aesthetic impacts.

Policy LC-3.8 Jobs-housing match. Encourage new employment generating uses and businesses that improve the jobs-housing match in the city.

4.14.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for population and housing were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning population and housing. In addition, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts from population and housing examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: field observations conducted by Kimley-Horn, review of project maps and drawings, analysis of aerial and ground-level photographs, and review of various data available in public records, including review of relevant local planning documents. The determination that a Project component will or will not result in "substantial" adverse effects on population and housing resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.14.5 PROJECT IMPACTS AND MITIGATION

Impact 4.14-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The Project is proposed to be developed on land that has been previously disturbed and developed with existing buildings and structures used for commercial/industrial purposes. Currently, all buildings/structures are vacant. The area surrounding the Project site is developed and urbanized. Adjacent properties to the north are designated as Neighborhood Center, Suburban Neighborhood – Low, and Industrial Employment uses. Residential neighborhoods are located directly west, northwest, and north of the Project. The residential neighborhoods are designated as Traditional Neighborhood, Traditional Neighborhood – Low, Neighborhood Center, and Suburban Neighborhood - Low uses. Aerial

photography shows single-family detached housing units and multiple-unit attached housing units in the Project site's surrounding area. The developed nature of this area would mean that the Project would have a low chance of causing direct substantial population growth through its development. Population growth in residential areas would also not be unplanned since they have been previously zoned and developed for residential use.

The Project would include the development of three new industrial warehouse buildings to be used for industrial purposes and the restoration/donation of a historically significant building located at 8803 Baker Avenue. The operations of the Project would include the future employment of workers. This would directly impact the area by creating new job opportunities. However, as described above, the area would not experience substantial population growth due to the site being previously developed with industrial uses. According to the SCAG Employment Density Report, warehouses average one employee for every 1,195 square feet of floor space, and low-rise offices average one employee for every 1,014 square-feet of floor space.[6] The Project's warehousing floor space would generate approximately 853 employees. The Project's office floor space would generate approximately 13 employees. Therefore, the Project would, in total create approximately 866 employees. *Table 4.14-2* summarizes how 57,220 of the City's 59,399 housing units are occupied; leaving 2,179 housing units available for occupancy.[7] The City's 2,179 available housing units could then be occupied by the 866 employees generated by the Project, removing the need for new or expanding housing units. Further, the EDD calculated that of the City's 97,500-person labor force, only 95,100 are employed. This creates a vacancy of 2,400 jobs.[8] The Project's creation of approximately 866 jobs would fill a portion of those vacancies from the unemployed members of the City's workforce without necessitating an increase in population. The historic structure would be donated to the City for use as a future community facility to support City services. Therefore, no impacts to population growth would occur as the facility would support the existing community. The lack of opportunity and necessity for population growth from the Project as well as the City's availability of housing units would result in a less than significant impact.

MITIGATION MEASURES

No mitigation is required.

Impact 4.14-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Level of Significance: No Impact.

CONSTRUCTION AND OPERATIONS

The Project would be constructed on a site that has been previously disturbed and developed with vacant commercial, industrial, and residential buildings. Currently, as all buildings on the Project site are vacant, there are no inhabitants of the residential buildings. These existing buildings would be demolished and replaced with three new industrial warehouse buildings, landscaping, and parking improvements. The

[6] Southern California Association of Governments. (2001). *Employment Density Study Summary Report.* Page 4. Yorba Linda, CA: The Natelson Company, Inc.

[7] California Department of Finance. (2019). *Table 2:E-5 City/County Population and Housing Estimates, 1/1/2019.* Sacramento, CA: Department of Finance.

[8] California Employment Development Department. (2019). *Local Area Unemployment Statistics (LAUS).* Retrieved from: https://data.edd.ca.gov/Labor-Force-and-Unemployment-Rates/Local-Area-Unemployment-Statistics-LAUS-/e6gw-gvii/data.

removal of the existing industrial/office buildings are currently vacant as a result, would not displace any businesses/employees. An existing historically significant residential building is located on the west end of the Project site along Baker Avenue (8803 Baker Avenue). This historical building is currently unoccupied and would be redeveloped and restored as a City facility to benefit the adjacent residential communities. The building's underlying site area totaling approximately 0.5 acres would be dedicated to the City in fee, and improved with a parking area to accommodate visitors, as well as landscaping and hardscape improvements. The Applicant is currently in the process of working to design the rehabilitated Baker House and associated site improvements to the satisfaction of the City of Rancho Cucamonga. The final conceptual design would be approved by the City via the Certificate of Appropriateness discretionary approval, consistent with the Municipal Code. Refer to *Section 3.0, Project Description, Section 4.11, Land Use and Planning* and *Section 4.5, Cultural Resources* for more information. Because all structures, including the historically significant buildings, are vacant, no displacement would occur. As a result, there would be no impacts related to the displacement of substantial numbers of people.

MITIGATION MEASURES

No mitigation is required.

4.14.6 CUMULATIVE IMPACTS

For purposes of cumulative population and housing impact analysis, cumulative impacts are considered for cumulative development according to the related projects; see *Table 4-1: Cumulative Projects* List in *Section 4.0 Environmental Setting.* As concluded above, Project implementation would have a less than significant impact on the City's population and housing resources. SCAG projects the City population to increase to 204,300 persons by 2040. Similarly, SCAG projects City employment to increase to 104,600 jobs by 2040. As discussed previously, the Project would create a benefit to the City by providing a minimal increase in employment in the City by 866 jobs. The Project includes development of three (3) industrial warehouse buildings. Industrial uses are typically developed to provide a sound economic base and ample employment opportunities for the citizens of the City. The Project together with other developments within the City would serve an existing demand for employment, while also meeting the cumulative demand for employment that would result from the City's projected future population. These increases for population, housing, and employment would be within SCAG's total projected growth forecasts for 2040. In addition, implementation of the Project would be consistent with the City's vision of the Project site because the existing general plan land use designation for the Project site is Neo-Industrial Employment. Implementation of the Project would not result in a cumulatively significant population or housing impact and the land uses would not significantly induce growth in areas where growth was not previously anticipated.

4.14.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable population, housing or employment growth and displacement would occur.

4.14.8 REFERENCES

California Department of Finance. (2019). *Table 2:E-5 City/County Population and Housing Estimates, 1/1/2019.* Sacramento, CA: Department of Finance

California Employment Development Department. (2019). *Local Area Unemployment Statistics (LAUS).* Retrieved from: https://data.edd.ca.gov/Labor-Force-and-Unemployment-Rates/Local-Area-Unemployment-Statistics-LAUS-/e6gw-gvii/data

City of Rancho Cucamonga. (2021). *PlanRC, Rancho Cucamonga General Plan Update*. Rancho Cucamonga, CA: City of Rancho Cucamonga.

County of San Bernardino. (2018). *Countywide Plan Fact Sheet.* San Bernardino, CA: County of San Bernardino

Southern California Association of Governments. (2020). 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy Plan. Los Angeles, CA: SCAG.

Southern California Association of Governments. (2001). *Employment Density Study Summary Report.* Page 4. Yorba Linda, CA: The Natelson Company, Inc.

United States Census Bureau. (2019). *Group Quarters Information.* Retrieved from: https://www.census.gov/2018censustest/gq

United States Census Bureau. (2018). *Quick Facts. Rancho Cucamonga City, California.* Retrieved from: https://www.census.gov/quickfacts/fact/table/ranchocucamongacitycalifornia#

4.15 PUBLIC SERVICES AND RECREATION

4.15.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the 9th and Vineyard Development Project (Project) potential impacts in relation to public services and recreation amenities by identifying anticipated demands and evaluating the relationship to both existing and planned public services facilities and availability. For purposes of this Draft EIR, the general term "public services" includes police protection, schools, parks, and library services.

4.15.2 ENVIRONMENTAL SETTING

The environmental setting discussion is based largely on review of relevant documents and information including the *PlanRC, City of Rancho Cucamonga General Plan Update* (Rancho Cucamonga GP) and Municipal Code (MC); pertinent State of California Building Codes; review of aerial photographs, and field observations of the area conducted by subcontracted Consultants who viewed the Project site in March 2019; and other site map and renderings gathered for the Project.

CITY OF RANCHO CUCAMONGA PUBLIC SERVICES[1,2,3]

Fire Protection

The Rancho Cucamonga Fire Protection District (RCFPD) serves the combined 50 square-mile Rancho Cucamonga City and Sphere of Influence area. RCFPD is responsible for providing community protection by managing numerous programs for the efficient delivery of fire protection and emergency medical services, as well as other diverse emergency management and response programs. Personnel are dedicated to the preservation of life and property in service to the people of Rancho Cucamonga. In addition to highly skilled firefighters protecting commercial and industrial structures and homes, the RCFPD has identified specialized skills and trained many of its members and has equipment to deal with different types of emergencies. These include:

- **Wildland Fire Protection**: Firefighters specialize in mitigating fires in the Wildland Urban Interface (WUI) areas.
- **Emergency Medical Services (EMS)**: Firefighters trained as Paramedics and Emergency Medical Technicians are responsible for providing rapid response and assessment of life in threatening situations that result from injury or illness.
- **Technical Rescue**: The Technical Rescue Team is a specialized team that is trained in confined space rescue, trench rescue, building collapse and shoring, swift water rescue, high angle rope rescue, and large animal rescue.
- **Hazardous Material**: The Hazardous Materials Team is a specialized team that is trained and certified to take corrective action to prevent or contain the spread of hazardous materials from spills, explosion, or fire.

[1] City of Rancho Cucamonga (2021). *PlanRC, Rancho Cucamonga General Plan Update; Safety Element.* Pages 237-240. Accessed on January 22, 2022.
[2] City of Rancho Cucamonga (2021). *Rancho Cucamonga General Plan Update EIR; Public Facilities and Infrastructure.* Accessed October 9, 2019.
[3] City of Rancho Cucamonga (2021). Rancho *Cucamonga General Plan Update EIR.* Pages 5.15-4-7. Accessed January 22, 2022.

RCFPD is also responsible for enforcing and implementing various community-based programs to ensure compliance with established fire standards. In addition, a community-based Fire Safe Council has been established to focus on public education related to the threat of fires in the Wildland Urban Interface (discussed below). Currently, RCFPD operates seven fire stations in the City. (Refer to *Section 4.19, Wildfire Hazards* for fire station locations).

Police Protection[4]

Rancho Cucamonga contracts with the San Bernardino County Sheriff's Department (SBCSD) for police services. SBCSD provides a full range of specialty and support services that would not be available in small municipal police departments, including: Homicide Investigations, Helicopter Patrol, Narcotics Investigations, Special Enforcement Team (SWAT), Media Relations, Crime Lab Services, Bomb and Arson Teams, among others. Given the large territory covered by the Sheriff's Department, Rancho Cucamonga also benefits from a regional approach to crime-fighting and public safety. The challenge facing the SBCSD is to work with each contract city in defining the unique service delivery needs of a community and then providing services consistent with those needs and expectations.

The SBCSD operates the Police Department and provides response services, criminal investigation services, traffic enforcement, and preventive patrol with the main police facility located at the City's Civic Center. There is a substation located within the Victoria Gardens Shopping Center and a satellite substation located at Vineyard Avenue and San Bernardino Road within the joint Fire Station currently under construction. The Rancho Cucamonga GP EIR identifies a future public safety facility in the northeast part of the City (known as the Northend Substation). The new Public safety facility would be located at the southwest corner of Milliken Avenue and Grizzly Drive and would offer the same services as the main station. The City approved an Amendment to the Empire Lakes Sub Area 18 Specific Plan for the Resort Development. The Specific Plan included the development of a Joint Use Facility concept that would include a police substation, satellite Library and Community Services facility. Future police services would be similar to the current substation at the Victoria Gardens Shopping Center. The Police Department also maintains a motor home that can be utilized as either a command post or a temporary station if needed.

All existing buildings on the Project site are now vacant, and therefore no calls for police or fire associated the building's past uses are occurring. However, because the buildings are vacant, transients frequently break into the buildings, resulting in police responses to remove them.

Table 4.15.1: Police Stations; Locations and Response Time

Police Station	Location	Response Time*
Police Department (main facility)	10510 Civic Center Drive (City Hall)	7 minutes
Victoria Gardens Satellite Station	7743 Kew Avenue	15 minutes
Satellite	Vineyard Avenue and San Bernardino Road	7 minutes
Supplemental Facility	Milliken Avenue	Estimated time of completion is unknown
Joint Use Facility/Empire Lakes	The Resort Parkway	Estimated time of completion is unknown
Note: Response time's estimated from Google Map search from the Northeastern portion of the Project; Response time may vary.		

[4] City of Rancho Cucamonga (2021). *Rancho Cucamonga General Plan Update EIR.* Page 5.15-16-17. Accessed on January 26, 2022.

Long-range planning is the key to maintaining the level of public safety Rancho Cucamonga currently experiences. The long-term goals of the Ranch Cucamonga Police Department include:

- Maintaining the current high level of services being provided, despite population and territorial growth.
- Continual review and evaluation of the San Bernardino County police services contract to ensure a constant high level of service as the City's needs change.
- Planning for and implementing change in levels of staffing and equipment to maintain high levels of service for future growth.

Schools

The Project site is within the Cucamonga School District (CSD), Chaffey Joint High school District (CJHSD), and next to the Ontario-Montclair School District (OMSD). Children's Montessori School at 8736 Baker Avenue adjacent to the Project site to the west; Los Amigos Elementary located at 8496 9th Street in Rancho Cucamonga, approximately .10 miles northwest; San Antonio Christian School located at 177 E. 8th Street, .10 miles south of the Project site in Ontario; Arroyo Elementary School located at 1700 E. Seventh Street, 0.5 miles south of the Project Site; Bear Gulch Elementary School located at 8496 9th Street, Rancho Cucamonga, approximately 0.7 miles northeast; and Cucamonga Elementary School located at 8677 Archibald Avenue, approximately 1.13 miles east of the site.

Parks/Trails

The City's Community Services Department operates park and recreational facilities and programs for the City and manages the scheduled park uses. The Public Works Services Department is responsible for the maintenance of park and all public facilities. Neighborhood parks are generally between 5 and 10 acres in size and are for residents in the immediate vicinity of the park. Community parks typically range between 20 and 40 acres in size and are to provide a wide variety of recreation amenities, including lighted athletic fields and courts, recreation centers, skate facilities, and cultural uses. There are miles of local feeder trails and community trails that connect to the park system and to the Equestrian overlay that is generally located north of 19th Street in the northern area of the City.

Two parks are located within a half-mile radius of the Project which are Los Amigos Park located at 8625 Madrone Avenue and Bear Gulch Park located at 9094 Arrow Route. There are no official parks or other recreational facilities within the Project area, nor any trails identified on-site.

Public Libraries[5]

There are currently two community libraries in the City. Archibald Library is located at 7368 Archibald Avenue, and is approximately 22,500 square feet. The Biane Library, which is part of the Victoria Gardens Cultural Center, is located at 12505 Cultural Center Drive. This library contains a 21-seat technology center, a story room, and a traditional reading room. The Biane Library facility is approximately 38,000 square feet. There are no libraries located within a two-mile radius of the Project site. The closest library to the Project site is the Rancho Cucamonga Public Library located 2.5 miles north.

[5] Google Earth Pro (2019) used to calculate distance and locations for schools, parks, and libraries.

4.15.3 REGULATORY SETTING

FEDERAL

Federal Emergency Management Act (FEMA)

In March 2003, FEMA became part of the US Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Federal Fire Safety Act (FFSA)

The 1992 FFSA is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during the course of their employment.

Occupational Safety and Health Administration (OSHA)

OSHA's mission is to "assure safe and healthy working conditions for working men and women by setting and enforcing standards and by providing training, outreach, education and assistance." The agency is also charged with enforcing a variety of whistleblower statutes and regulations.

Emergency Action Plan

Developments are required under OSHA standards to prepare emergency action plan (EAP) kept in the workplace that provides procedures for reporting a fire or other emergency, emergency evacuation, including type of evacuation and exit route assignments, and to be followed by all employees. Employers are required to have and maintain an employee alarm system, provide training, and review the emergency action plan with each employee covered by the plan.

Fire Prevention Plan

Developments are required under OSHA standards to prepare a fire prevention plan that at minimum must include procedures to control accumulations of flammable and combustible waste materials, and for regular maintenance of safeguards installed on heat-producing equipment to prevent the accidental ignition of combustible materials. Furthermore, the fire prevention plan must contain the names and/or job titles of employees responsible for maintaining equipment to prevent or control sources of ignition or fires, and for the control of fuel source hazards.

STATE

California Penal Code

All law enforcement agencies within the State of California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers.

California Building Standards Code

The California Building Standards Commission is granted the authority to oversee processes related to the California building codes by California Building Standards Law. The California building codes under Title 24 are established based on several criteria: standards adopted by states based on national model codes, national model codes adapted to meet California conditions, and standards passed by the California legislature that address concerns specific to California.

2019 California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2016 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2016 (adopted January 1, 2017). The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

Mitigation Fee Act

The California Mitigation Fee Act (California Government Code, Section 66000 et seq.) mandates procedures for administration of impact fee programs, including collection and accounting, reporting, and refunds. A development impact fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project. As discussed below, the City of Rancho Cucamonga has adopted development impact fee programs for various public facilities, which are outlined in the City's Municipal Code.

California Health and Safety Code

State fire regulations are set forth in California Health and Safety Code Section 13000 et seq., and include provisions concerning building standards, fire protection and notification systems, fire protection devices, and fire suppression training, as also set forth in the 2018 CBSC and related updated codes.

Assembly Bill 2926, California Government Code Section 65995, And Education Code

California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill 2926 (AB 2926) in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act and the Leroy F. Greene School Facilities Act of 1998, which

required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction and create a new state program requiring the board to provide funding per pupil.

Government Code Section 65995 authorizes school districts to collect impact fees from developers of new residential and commercial/industrial building space. Senate Bill 50 (SB 50) amended Government Code Section 65995 in 1998. Under the provisions of SB 50, schools can collect fees to offset costs associated with increasing school capacity resulting from development.

The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate, and reinstate the school facility fee cap for legislative actions (e.g., general plan amendments, specific plan adoption, zoning plan amendments). Accordingly, these provisions limit the scope of impact review in an EIR, the mitigation that can be imposed, and the findings a Lead Agency must make in justifying its approval of a Project (Government Code Sections 65995-65996). According to Government Code Section 65996, the provisions of Chapter 4.9, including development fees authorized by SB 50, are deemed to be "full and complete school facilities mitigation…." These provisions remain in place as long as subsequent State bonds are approved and available.

Quimby Act

The Quimby Act, within the Subdivision Map Act, authorizes the legislative body of a city or county to require the dedication of land or to impose fees for park or recreational purposes as a condition of the approval of a tentative or parcel subdivision map, if specified requirements are met. Existing law requires any fees collected to be committed within five years after the payment of the fees or the issuance of building permits on 1/2 of the lots created by the subdivision, whichever occurs later. Existing law requires any fees not committed to be distributed and paid to the then record owners of the subdivision, as specified.[6]

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Safety Element

The Safety Chapter provides the framework to reduce risks associated with a range of environmental and human-caused hazards that could pose a risk to life and property in Rancho Cucamonga.

Goal S-6 Human Caused Hazards. A community with minimal risk from airport hazards and hazardous materials.

Policy S-6.1 Planned Development. Promote development patterns that integrate Crime Prevention Through Environmental Design (CPTED) principles that reduce the potential for human-caused hazards.

[6] California Legislative Information (CLI). (2015). *Assembly Bill No.1191, The Quimby Act Chapter 276.* Retrieved from CLI Website: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160AB1191. Accessed September 13, 2019.

RANCHO CUCAMONGA MUNICIPAL CODE[7]

Rancho Cucamonga Municipal Code Section 13.04.070

MC Section 13.04.070 requires the city clerk to notify such affected property owners of the necessity that, if they or any person occupying such property desire to continue to receive electric, communication, or similar or associated service, they or such occupant shall provide all necessary facility changes on their premises so as to receive such service from the lines of the supplying utility or utilities at a new location.

Rancho Cucamonga Municipal Code Section 13.04.090.A

MC Section 13.04.090 requires every person owning, operating, leasing, occupying or renting a building or structure within a district shall construct and provide that portion of the service connection on his or her property between the facilities referred to in Section 13.04.080 and the termination facility on or within said building or structure being served.

Rancho Cucamonga Municipal Code Title 3 Revenue and Finance

MC Title 3 establishes every fee that every person or development must comply with if applicable regarding utility, community and recreation center impacts, library, animal center impacts, police impacts, Park In-lieu/Park Impacts, and fire protection fees, etc.

Rancho Cucamonga Municipal Code Title 17 Development Code

The purpose and intent of the Title 17 Development Code is to set standards and guidelines for the city are hereby established and adopted to protect and promote the public health, safety, morals, comfort, convenience, and welfare, and more particularly to:

1. Implement the goals and objectives of the general plan and to guide and manage the future growth of the city in accordance with such plan.
2. Protect the physical, social, and economic stability of residential, commercial, industrial, and other land uses within the city to assure its orderly and beneficial development.
3. Reduce hazards to the public resulting from the inappropriate location, use, or design of buildings and other improvements.
4. Attain the physical, social, and economic advantages resulting from comprehensive and orderly land use and resource planning.

This includes Ordinance No. 912 regarding creative placemaking and public art that under the Rancho Cucamonga MC would require the Project to adhere to the general welfare and enhance the quality of life for city residents, workers, and visitors by improved public placemaking which would require certain developments to include or provide for public art or architecture that qualifies as art.

[7] City of Rancho Cucamonga. (2019). *Municipal Code.* Retrieved from the City of Rancho Cucamonga Website: http://qcode.us/codes/ranchocucamonga/. Accessed October 7, 2019.

4.15.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for public services and recreation were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- 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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
  - Fire protection?
  - Police protection?
  - Schools?
  - Parks?
  - Other public facilities?
- 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 (see Impact 4.15-4); or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (see Impact 4.15-4).

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning public services and recreation. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Approach to Analysis

This analysis of impacts on public services and recreation resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations conducted by Kimley-Horn; review of project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on public services and

recreation considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

PROJECT DESIGN FEATURES

- Rancho Cucamonga requires that all new nonresidential buildings over 5,000 square feet provide built-in fire sprinklers.
- Developer will rehabilitate a historic house to a commercial shell condition for the purpose of reusing the structure as a community facility while preserving the exterior and interior integrity for historic purposes.

4.15.5 PROJECT IMPACTS AND MITIGATION

Impact 4.15-1: Would the Project 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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?

Level of Significance: Less than Significant Impact.

CONSTRUCTION

Impacts related to fire protection services are assessed by the RCFPD on a project-by-project basis. The project's land use, fire-protection-related needs, and the project site recommended response distance and time and fire safety requirements, as well as project design features that would reduce the demand for fire protection services, are taken into consideration. The Project does not include or require construction of any new or physically altered fire station facilities or would cause any direct or indirect impacts resulting from the construction/reconstruction of emergency access roads. Construction of each building would also not create a temporary incremental increased demand for fire protection services since the Project is located in a Non-VHFHSZ. Prior to commencement of construction activities, the Project plans would be reviewed by applicable local agencies to ensure compliance with the City's MC and General plan as well as all applicable emergency response and fire safety requirements of the RCFPD, and the California Fire Code. The Project is required to pay all required impact fees as adopted by City Ordinance. Compliance with the mentioned codes and regulations would ensure that Project construction would result in less than significant impacts.

OPERATIONS

Urban structural fires are relatively low in Rancho Cucamonga. The Project site would be developed on an approximately 46.95 net acres of land surrounded by existing residential and industrial development. Access to the Project is available from fully improved roads that would be further improved with the project. All three proposed warehouse buildings would be built with the installation of all required on-site fire suppression devices, as well as use of defensible space, installation of hydrants, and use of building materials to retard the spread of fire. Further the Project would be compliant to applicable uniform building and fire codes that must be continually enforced through a proactive inspection program. Although future tenants are not known, the health and safety coordinator or inspector must

regularly enforce OSHA standards and set emergency exits to ensure the safety of the assumed employees of the buildings. The restoration of the historic structure would be in conformance with the uniform building code and maintained by the City. The RCFPD's emergency Management Program that includes effective emergency management (mitigation, preparedness, response, and recovery). Therefore, Project operations would be a less than significant impact.

MITIGATION MEASURES

No mitigation is required. Refer to *Section 4.19, Wildfire Hazards* for more information regarding fire protection.

Impact 4.15-2: Would the Project 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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

ii) Police protection?

Level of Significance: Less than Significant Impact.

CONSTRUCTION

The Project site would be redeveloped from the existing, vacant commercial and industrial buildings/structures with three new warehouse buildings, associated parking, landscaping, and related on-site and off-site improvements. The Project would include the restoration of the historically significant residential structure along Baker Avenue. The Project would not directly increase the City population resulting in additional residents who could request law enforcement services. The construction of the Project would include the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, and use of a clearly identifiable points of entry. During construction activities, the site would have security lighting and on-site security to secure the site and reduce impacts to police service.

Impacts on police protection services is based on the ability of police personnel to adequately serve the existing and future population, including residents, workers, and daytime and nighttime visitors and the police station's ability to meet the additional demand for protection services with the Project. Based on the Project site's existing industrial use and the location of the Project site within an existing established industrial district adjacent to residential and industrial uses, it is not anticipated that the addition of the Project would change the pattern or uses within the area. Additionally, implementation of the Project would result in a decrease in the number of calls to police currently required due to transients breaking into Project site's vacant buildings. As a result, implementation of the Project would not result a substantial increase in population, property, or calls for service requiring substantial increase in police patrol.

The Project would not require construction of any new or physically altered police protection facilities. Construction of each building would create a temporary incremental increased demand for police protection services during construction. Prior to commencement of construction activities, the Project plans would be reviewed by applicable local agencies to ensure compliance with the City's MC and General Plan as well as all applicable regulations to ensure adequate site signage, lighting, and other

crime safety preventative measures to ensure safety standards. The Project applicant is required to pay all required impact fees as adopted by City Ordinance. Compliance with applicable local regulations would ensure that Project construction would result in a less than significant impact to protection services.

OPERATIONS

In compliance with Rancho Cucamonga GP Policy S-6.1, the Project would be designed to incorporate the Crime Prevention Through Environmental Design (CPTED) strategies, which is a planning tool that focuses on proper design and use of the built environment to deter and prevent crime, in this case for businesses. Rancho Cucamonga's CPTED is a multi-disciplinary approach that includes many City departments and agencies (including Planning, Police, Business Licensing Code Enforcement, and others). The Project would include the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, clear sightlines into the facility parking areas, and use of clearly identifiable points of entry.

Fees are exacted on new development to pay for new facilities. Funding for the operation and maintenance of existing services comes from the City's General Fund. It is anticipated that the Project site would be adequately served by existing police facilities, equipment, and personnel such that new facilities would not be required. As discussed above, because the Project site is not residential, although some calls for service are anticipated the increase for police services would not be significantly impacted due to construction and operation of the Project site. Additionally, development of the Project site would increase property tax revenues to provide a source of funding to offset any increases in the anticipated demands for public services generated by the Project. Therefore, impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation is required.

Impact 4.15-3: Would the Project 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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

iii) Schools?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The Project site is in a developed area currently served by the Cucamonga School District and the Chaffey Joint Union High School District. Construction activities within the Project Site would be temporary and would not severely impact school facilities nor limit student capacity. The aforementioned schools above would not be physically altered during the construction phase nor has the Cucamonga School District, or Chaffey Joint High School District request that a new school be incorporated in the Project. Student capacity is also not expected to rise since employees are expected to come from local and neighboring regions.

However, school funding comes predominantly from federal, state, and local sources such as businesses and personal income taxes, sales tax, and property taxes. This would require the developer to pay a fee at the time of issuance of building permits. These fees along with compliance with any applicable building codes would ensure that impacts would be less than significant.

MITIGATION MEASURES

No mitigation is necessary.

Impact 4.15-4: Would the Project 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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

iv) Parks?

Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

Although the closest parks (Bear Gulch and Los Amigos Parks) are approximately 0.39 and 0.20 miles linear miles north and northeast from the Project site, the Project itself is non-residential and located on land zoned for Neo-Industrial (NI) and Industrial Park (IP). The Project is not anticipated to create an adverse physical impact to those projects nor require the construction of any new facility or alteration of any existing facility that would warrant the need to construct/improve park facilities. Furthermore, the developer is proposing to rehabilitate the historic structure and donate it to the City as a community facility which would be operated through the Community Service department for programing for community functions benefitting the adjacent residential communities. This would increase the opportunity for local programs and leasable community space near the existing residential community. Therefore, this would not create an adverse impact due to its proposed activities nor would it create the need to increase additional recreational facilities, therefore impacts regarding parks would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.15-5: Would the Project 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 could cause

significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

v) Other Public Services?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

As the Project is for three warehouse buildings, it would not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which would cause the need to construct new public facilities such as a library. As mentioned above, the Applicant would be restoring a historically significant building that is located at 8803 Baker Avenue and donating it to the City for use as a community facility (refer to *Section 4.5, Cultural Resources for in-depth discussion*). According to the historic resource assessment written by Kathryn McGee, the historic house meets several criterion of the California and National Registers due to it's unique Folk Architecture, and affiliation with building structure post WW2 era. The restoration of the historic house would be implemented in the construction phase as a Project Design Feature.

In the same way the Rancho Cucamonga GP anticipates growth, it plans for expansion and increased demand for City services including fire and police protection services, schools, parks and recreation, and other public facilities. This includes the need for new stations or locations of new City buildings to provide services to residents. While the precise location, size, and details of future structures is unknown and too speculative for this analysis, potential impacts of new and expanded facilities would have an accompanying environmental analysis as required by CEQA. Any future CEQA analysis would disclose any potential significant impacts and identify mitigation measures necessary to reduce significance of the impacts. This would include evaluation for conformance to the City's development review process as required by the zoning ordinance. The Project would be providing the required development fees and donating the historically significant building for use as a community facility. Therefore, impacts associated with government facilities or the need for new facilities would be less than significant.

MITIGATION MEASURES

No mitigation is required.

4.15.6 CUMULATIVE IMPACTS

The Project is not anticipated to substantially increase the need for public services in the City. The Project would not result in an overall net increase in City population. As discussed above, anticipated increase demands for public services within the City was accounted for in the Rancho Cucamonga GP and analyzed in the GP EIR, which accounts for cumulative growth in the City. In addition, related to all public services, the Project would pay the required development fees that would be appropriately allocated for police, fire, schools, parks, and other public facilities.

Similar to the Project, other cumulative projects would be required to demonstrate their level of impact on public services including paying the appropriate development fees; therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

4.15.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable public service and recreation impacts have been identified for either the construction or operation phases of the Project.

4.15.8 REFERENCES

California Legislative Information (CLI). (2015). *Assembly Bill No.1191, The Quimby Act Chapter 276.* Retrieved from CLI Website: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160AB1191. Accessed September 13, 2019.

City of Rancho Cucamonga. (2021). *PlanRC, Rancho Cucamonga General Plan Update*. Rancho Cucamonga, CA: City of Rancho Cucamonga.

City of Rancho Cucamonga. (2021). *Rancho Cucamonga General Plan Update EIR*. Rancho Cucamonga, CA: City of Rancho Cucamonga.

City of Rancho Cucamonga. (2019). *Municipal Code.* Retrieved from the City of Rancho Cucamonga Website: http://qcode.us/codes/ranchocucamonga/. Accessed October 7, 2019.

Google Earth Pro (2019) used to calculate distance and locations for schools, parks, and libraries.

4.16 TRANSPORTATION AND TRAFFIC

4.16.1 INTRODUCTION

This section of the Draft EIR identifies and evaluates potential impacts related to traffic changes resulting from implementation of the 9th and Vineyard Development Project (Project) by examining traffic conditions. Both the Project Completion Year 2021 and Horizon year (2040) traffic conditions are analyzed without the Project and with the Project and are included in the Draft EIR for informational purposes only. Information presented in this section was obtained from the *PlanRC, City of Rancho Cucamonga General Plan Update* (Rancho Cucamonga GP), including the Mobility and Access Chapter; the City of Rancho Cucamonga Municipal Code (Rancho Cucamonga MC); County of San Bernardino County General Plan (San Bernardino GP); *9th and Vineyard Warehouse Project Vehicle Miles Traveled (VMT) Assessment* (Kimley-Horn, December 2021); *Traffic Signal Warrant Investigation at 8th Street and Baker Avenue*; and the *Traffic Impact Analysis* (TIA) *for 9th and Vineyard Development Project*, (Kimley-Horn, August 2021). The TIA and VMT Assessment for this Project are included in their entirety in the Draft EIR *Appendix J.* Additional discussion detailing the methodology, assumptions, and analysis calculations are provided in the Draft EIR *Appendix J.*

4.16.2 SCOPE OF THE TRANSPORTATION EVALUATION AND NEW CEQA REQUIREMENTS

In 2018, the California state legislature, in approving Senate Bill (SB) 743, directed the Office of Planning and Research to develop guidelines for assessing transportation impacts based on vehicle miles traveled, or VMT. In response to SB 743, State CEQA Guidelines were significantly amended regarding the methods by which lead agencies are to evaluate a project's transportation impacts. As described in CEQA Guidelines Section 15064.3(a):

> *Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.*

As of July 1, 2020, all lead agencies, including the City of Rancho Cucamonga, were required to implement the new SB 743 CEQA mandates and analyze a project's transportation impacts using VMT. The "level of service" or "LOS" methodology can no longer be used under CEQA.

In fact, a December 2019 court of appeal decision (*Citizens for Positive Growth & Preservation v. City of Sacramento*), ruled that automobile delay (as measured solely by roadway capacity or traffic congestion using the traditional Level of Service or LOS methodology) cannot constitute a significant environmental impact under CEQA. Moreover, this decision applied to an EIR that was certified in 2015. With this decision, the courts were clear: congestion-based LOS analysis is no longer the recognized standard of review (except for informational and disclosure purposes), and lead agencies need to now adopt new thresholds and evaluate changes in VMT as caused by a project. Over the past year, lead agencies preparing CEQA documents have been in a transitional period as they begin to implement the new VMT analysis requirements.

The reason for these changes, in short, is to acknowledge that traditional operational or engineering solutions to traffic congestion that focus on accommodating the automobile – such as roadway widening – lead to unintended consequences. Inefficient land use, more vehicle miles traveled, exacerbated air pollutant and greenhouse gas emissions and secondary effects of constructing roadway projects are part of the rationale behind SB 743. The State has therefore taken a bold step to pivot away from automobile-centered land planning, and to promote planning decisions and other trip reduction measures intended to reduce reliance on individual automobile trips in the course of daily living.

Understanding how the local roadway network functions from an engineering standpoint is still critical to local land use agencies to monitor traffic flow, identify safety issues, establish fees and manage congestion. However, for the purposes of evaluating environmental impacts under CEQA, the new regulations have removed congestion from the range of required subjects analyzed within CEQA documents. In a similar way, and for different reasons, parking requirements were removed from the CEQA Guidelines several years ago.

Although this chapter of the Draft EIR contains a VMT analysis and has been prepared based on these new requirements, additional information regarding the project's trip generation and predicted trip distribution on the roadway network is provided as well. However, this analysis is provided for informational purposes only, as additional delay – to an intersection or roadway segment – can no longer be considered a significant impact under CEQA.

4.16.3 ENVIRONMENTAL SETTING

SCOPING ISSUES ADDRESSED

During the Notice of Preparation (NOP) and Draft EIR scoping processing, several comments were raised by the public regarding the project's potential traffic and circulation impacts. Specific concerns included increased traffic on the local roadway network, truck movement at the railroad right of way, and impacts to the nearby schools and near residential uses. Additionally, concerns regarding potential light and glare from the parking lot lighting were raised. These issues are addressed consistent with existing CEQA requirements and to the extent that they could cause physical environmental effects. Related issues, such as parking lot lighting requirements and design standards, are a function of plan review and compliance with the City Municipal Code.

AFFECTED ENVIRONMENT

The Project is shown in its regional setting on *Exhibit 3.1: Regional Site Map*, in *Section 3.0, Project Description*. The Project would involve the demolition of two warehouses with a combined square footage of approximately 114,695 square feet, and two office buildings with a combined square footage of approximately 9,300 square feet. The Project would also involve the construction of three industrial warehouse buildings with a combined square footage of approximately 1,032,090 square feet.

Vehicular access provisions for the Project site would consist of six total driveways: one on 9th Street, two on Vineyard Avenue, and three on Baker Avenue. Passenger vehicles would have the option to access the Project site via any of the Project driveways. All Project driveways would be unsignalized.

Regional access to the site is provided primarily by the San Bernardino Freeway (I-10) and the Ontario Freeway (I-15). The I-10 Freeway is located approximately 1.5 miles to the south of the site and the I-15 Freeway is approximately 4 miles to the east of the site. Other facilities that provide regional

access to the site include the Foothill Freeway (SR-210), located approximately 2.7 miles to the north of the site; and the SR-60 Freeway, located approximately 4.2 miles to the south of the Project site.

TRAFFIC IMPACT ANALYSIS

The TIA conducted by Kimley Horn analyzes the existing and forecast traffic conditions associated with the Project located within the City of Rancho Cucamonga. The Project site is mainly undeveloped with predominantly commercial and industrial uses, vacant legal nonconforming single-family houses, and a historically significant house that is located on the western Project boundary. Immediate access to the Project Site would be provided via Baker Avenue, 9th Street and Vineyard Avenue.

Projected Generated Vehicle Miles Traveled

According to CEQA Guidelines Section 15064.3, "a project's effect on automobile delay shall not constitute a significant environmental impact." Instead a project is required to analyze vehicle-miles traveled (VMT) per capita, VMT per employee, and net VMT are established by the state as new metrics for transportation analysis. The TIA prepared for the Project, analyzed the Project generated VMT under baseline conditions. The VMT Assessment evaluated the Project trips against the San Bernardino County Transportation Authority (SBCTA) VMT screening tool based on the City's recommended VMT screening criteria to determine the Projects potential impacts on the transportation system.

EXISTING TRANSPORTATION SYSTEM – ROADWAY CHARACTERISTICS

The following provides a description of the existing street system as of January 2021, within the vicinity of the Project Area:

9th Street – 9th Street is a two-lane undivided collector roadway through the study area with a posted speed limit of 40 miles per hour (mph) between Baker Avenue and Vineyard Avenue. Residential driveways have access to 9th Street, and on-street parking is provided on both sides of the roadway. 9th Street forms the northern boundary of the Project site and would provide access to the site via a full-movement unsignalized driveway.

Vineyard Avenue – Vineyard Avenue is a four-lane divided roadway with a two-way left-turn lane through the study area and left-turn lanes at the arterial intersections. Between 4th Street and Inland Empire Boulevard, Vineyard Avenue carries three lanes in each direction with a raised median. The posted speed limit along Vineyard Avenue is 45 mph and on-street parking are not allowed within the City of Rancho Cucamonga and the speed limit is 50 mph in Ontario just south of the Project site. Vineyard Avenue is designated as a Secondary Arterial on the City of Rancho Cucamonga Circulation Plan, and as a Minor Arterial on the City of Ontario Circulation Plan. Vineyard Avenue forms the eastern boundary of the Project site and would provide access to the site via two full-movement unsignalized driveways.

8th Street – 8th Street is a two-lane undivided roadway through the study area, with a posted speed limit of 45 mph between Baker Avenue and Vineyard Avenue. 8th Street is designated as a collector in the City of Rancho Cucamonga Circulation Plan, and as a Minor Arterial in the City of Ontario Circulation Plan. On-street parking is permitted on both sides of the roadway.

Baker Avenue – Baker Avenue is a two-lane undivided roadway through the study area, with a posted speed limit of 35 mph between 8th Street and 9th Street. Baker Avenue is designated as a Minor Arterial

on the City of Ontario Circulation Plan. On-street parking is permitted on both sides of the roadway. Baker Avenue forms the western boundary of the Project site and would provide access to the site via three full movement unsignalized driveways.

Figure 3-1 of the TIA shows the existing geometrics of the study intersections within the study area.

STUDY AREA TIA TRAFFIC IMPACT ANALYSIS – For Informational Purposes Only

The study area and analyzed intersections were determined based on preliminary trip generation, trip distribution, and trip assignment estimates developed for the Project; knowledge of the study area; and input from consultation from staff at the cities of Rancho Cucamonga, and Ontario (Refer to approved *Scoping Letter Agreement* in Appendix A of the Project's TIA). The study area excluded freeway segments and freeway rams evaluations since Caltrans no longer uses level of services for project operational deficiency determination. The study area is consistent with the San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP) and includes all freeway links located within a five-mile radius with 100 peak-hour project trips, and arterial roadways with 50 or more peak-hour project trips (Refer to Figure M-3, *Layered Roadway Network* and Figure M-9, *Truck Routes* of the City's GP Mobility and Access Chapter).

The TIA study area and analyzed intersections are as follows:

City of Rancho Cucamonga: Roadways

1. **Baker Avenue,** between Arrow Route and 9th Street;
2. **Baker Avenue,** between 9th Street and 8th Street;
3. **Arrow Route,** between Baker Avenue and Vineyard Avenue;
4. **9th Street,** between Baker Avenue and Vineyard Avenue;
5. **8th Street,** between Baker Avenue and Vineyard Avenue;
6. **Vineyard Avenue,** between Foothill Boulevard and Arrow Route;
7. **Vineyard Avenue,** between Arrow Route and 9th Street;
8. **Vineyard Avenue,** between 9th Street and 8th Street
9. **Vineyard Avenue,** between 8th Street and 6th Street;
10. **Vineyard Avenue,** between 6th Street and 4th Street;
11. **Vineyard Avenue,** between 4th Street and Jay Street;
12. **Vineyard Avenue,** between Jay Street and Inland Empire Boulevard;
13. **Vineyard Avenue,** between Inland Empire Boulevard and I-10 WB Ramps;
14. **Vineyard Avenue,** between I-10 WB Ramps and I-10 EB Ramps.

Cities of Rancho Cucamonga and Ontario: Intersections

Thirteen existing intersections and operations jurisdictions were identified in the TIA *(TIA Table 2-1).* For the "with Project" conditions, five of the six proposed site driveways were added to the network for analysis. For analysis purposes only, the middle and north Project driveways along Baker Avenue were combined as one driveway, since the middle driveway only serves a small parking area. This is a conservative approach and represents worst-case scenario where all vehicles accessing the west parking area would use a single point of entrance. Study area intersections are listed below in *Table 4.16-1, Study Intersections* and are shown in *Exhibit 4.16-1: Study Intersections*. *Exhibit 4.16-1* also shows where count data was collected, as well as the proposed driveways that were analyzed.

Table 4.16-1: Study Intersections

Intersection	Traffic Control (a)	Jurisdiction
1. Vineyard Avenue and Foothill Boulevard	Signal	Rancho Cucamonga
2. Baker Avenue and Arrow Route	Signal	Rancho Cucamonga
3. Vineyard Avenue and Arrow Route	Signal	Rancho Cucamonga
4. Baker Avenue and 9th Street	AWSC	Rancho Cucamonga
5. Vineyard Avenue and 9th Street	Signal	Rancho Cucamonga
6. Baker Avenue and 8th Street	AWSC	Rancho Cucamonga
7. Vineyard Avenue and 8th Street	Signal	Rancho Cucamonga
8. Vineyard Avenue and 6th Street	Signal	Ontario
9. Vineyard Avenue and 4th Street	Signal	Ontario
10. Vineyard Avenue and Jay Street	Signal	Ontario
11. Vineyard Avenue and Inland Empire Boulevard	Signal	Ontario
12. Vineyard Avenue and I-10 WB Ramps	Signal	Ontario
13. Vineyard Avenue and I-10 EB Ramps	Signal	Ontario
14. Baker Avenue and North Driveway	Proposed OWSC	Rancho Cucamonga
15. Baker Avenue and South Driveway	Proposed OWSC	Rancho Cucamonga
16. Project Driveway and 9th Street	Proposed OWSC	Rancho Cucamonga
17. Vineyard Avenue and North Driveway	Proposed OWSC	Rancho Cucamonga
18. Vineyard Avenue and South Driveway	Proposed OWSC	Rancho Cucamonga

(a) Signal = Traffic Signal;
AWSC = All-Way Stop Control;
OWSC = One-Way Stop

EXISTING CONDITIONS TRAFFIC VOLUMES

To determine the existing operation of the study intersections, peak hour intersection operations at the signalized and unsignalized intersections mentioned above were collected at A.M peak hour and P.M peak hour were evaluated using methods prescribed in the Highway Capacity Manual (HCM) 6th Edition which is consistent with San Bernardino County 2016 CMP.[1]

[1] Kimley-Horn. 2021. *Traffic Study, Page 7.*

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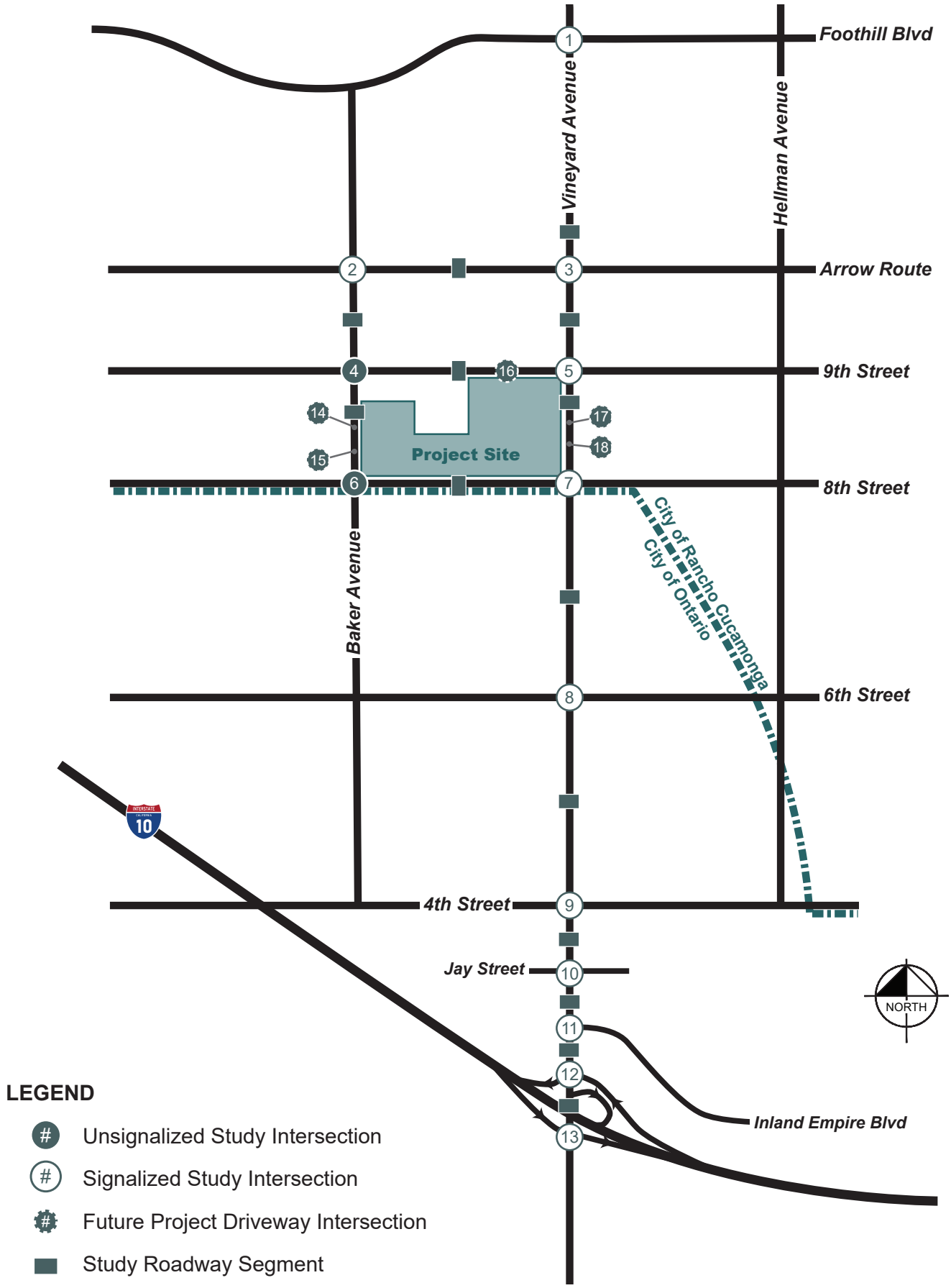

Exhibit 4.16-1: Study Intersections
9th and Vineyard Development Project

Not to scale

Kimley»Horn

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The HCM 6th Edition Method estimates a quantitative delay at intersections. After the quantitative delay estimates are complete, the method assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in *Table 4.16-2, Intersection Highway Capacity Manual Level of Service Criteria* (TIA Table 2-2).

Table 4.16-2: Intersection Highway Capacity Manual Level of Service Criteria

Level of Service	Description	Signalized Delay (seconds)	Unsignalized Delay (seconds)
A	Operations with very low delay and most vehicles do not stop.	≤ 10.0	≤ 10.0
B	Operations with good progression but with some restricted movement.	> 10.0 to 20.0	>10.0 to 15.0
C	Operations where a significant number of vehicles are stopping with some backup and light congestion.	> 20.0 to 35.0	>15.0 to 25.0
D	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.	> 35.0 to 55.0	>25.0 to 35.0
E	Operations where there is significant delay, extensive queuing, and poor progression.	> 55.0 to 80.0	>35.0 to 50.0
F	Operations that is unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.	> 80.0	>50.0

V/C: volume-to-capacity
Source: Highway Capacity Manual 6th Edition, Chapter 19, page 16
Highway Capacity Manual 6th Edition, Chapter 20, Page 6

The City uses LOS D as the minimum level of service standard for intersection operations. However, in accordance with SB 743 which became effective July 1, 2020, LOS is no longer considered a potentially significant environmental impact under CEQA. Instead, a project must analyze vehicles miles traveled (VMT) in order to assess a project's transportation impacts and find ways to mitigate additional VMT in compliance with CEQA. Nevertheless, the TIA analyzes LOS operations from current conditions to Year 2040 with and without Project implementation to show the Project's consistency with the City's General Plan. Please refer to the Draft EIR *Appendix J* Traffic Study for further discussion regarding the Project's impact on LOS at the intersections listed above.

Bus Service[2]

OmniTrans transit lines provides transit service to many cities in San Bernardino County. Bus stops in the Project vicinity are located along Vineyard Avenue. Arrow Highway, and 6th Street. Route 80 travels between the Ontario Airport and the Chaffey College Transit Center, traveling through the City of Ontario and City of Rancho Cucamonga along Vineyard Avenue and Carnelian Street. Route 80 operates on weekdays from approximately 5:02 AM to 7:52 PM with approximately 1-hour intervals and on the weekends from approximately 5:40 AM to 6:40 PM within 1-hour intervals.

Route 82 operates between the City of Rancho Cucamonga and the City of Fontana on weekdays from 4:25 AM to 7:35 PM and Weekends from 6:14 AM to 6:09 PM. Route 81 operates on weekdays from

[2] OmniTrans (2019) *Transit Services.* Accessed on December 3rd and retrieved from website: https://omnitrans.org/getting-around/transit-services/

4:25 AM to 9:25 PM within 30-minute intervals. Route 86 operates between the southern portion of the City of Ontario and the San Antonio Hospital, traveling along 6th Street in the Project vicinity on weekdays from 4:57 AM to 8:57 PM. Route 85 operates northbound and southbound between Chino, Montclair, and Chaffey College on weekdays from 4:20 AM to 9:50 PM and on weekends from 6:00 AM to 6:00 PM.

All OmniTrans public routes are accessible to people with disabilities and offer different transport methods depending on travel necessities. Furthermore, OmniTrans provides Special Transportation Services (STS) which provides additional mobility solutions and support services for seniors and people with disabilities either through the OmniTrans bus system, the Volunteer Driver Program which provides a mileage reimbursement for people who are unable to use public transportation and the RIDE Taxi & Lyft Program that allows eligible residents with OmniTrans service area to purchase either a Taxi or Lyft at a discounted price. Refer to Appendix E within the TIA for bus schedules servicing the Project area.

Refer to Appendix E of the TIA, *Bus Route Schedules,* for more information regarding Bus Routes that travel through or near the Project site.

Bicycle and Pedestrian Paths

Figure M-4, *Bicycle and Pedestrian Priority* of the Rancho Cucamonga Mobility and Access Chapter shows that a Trail Corridor is located along the San Bernardino Flood Channel located east of the Project site. Based on aerial imagery, the west, north, and east of the Project site are crossed by staggered paved pathways for pedestrian use, mainly located in front of residential or commercial businesses. Most of the sidewalks adjacent to the Project on Baker Avenue, 9th Street, and Vineyard Avenue are unimproved as the majority of development along these street frontages are older and were not improved with pedestrian paths/sidewalks. To the south of the Project site is a BNSF railroad and chain link fence that restricts any legal pedestrian access to the Project area.

4.16.4 REGULATORY SETTING

FEDERAL

Manual on Uniform Traffic Control Devices

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) is contained in the *Code of Federal Regulations* (CFR, Title 23, Part 655, Subpart F). The FHWA requires that the most recent MUTCD be adopted by individual states as their legal State standard for traffic-control devices within two years of the update. The MUTCD identifies the standards that should be used to install and maintain traffic-control devices on all public streets, highways, bikeways, and private roads that are open to public traffic. The City of Rancho Cucamonga uses the CA-MUTCD for determining the necessary traffic-control devices (e.g., signs, barricades, gates, warning signs, object markers, guide signs, pavement and curb markings, traffic-control signs, pedestrian control signs, in-roadway lights, and flagger control) on public streets, highways, bikeways, and school areas in the City, including temporary traffic-control devices in and near construction work areas.

Americans With Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination toward people with disabilities and guarantees that they have equal opportunities as the rest of society to become

employed, purchase goods and services, and participate in government programs and services. The ADA includes requirements pertaining to transportation infrastructure. The Department of Justice's revised regulations for Titles II and III of the ADA, known as the 2010 ADA Standards for Accessible Designs, set minimum requirements for newly designed and constructed or altered State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. These standards apply to accessible walking routes, curb ramps, and other facilities.

Surface Transportation Assistance Act Routes (STAA – Federal Designation)

The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks, referred to as STAA trucks that comply with maximum length and wide requirements, to operate on routes that are part of the National Network. The National Network includes the Interstate System and other designated highways that were a part of the Federal-Aid Primary System on June 1, 1991; states are encouraged, however, to allow access for STAA trucks on all highways.

STATE

California Manual on Uniform Traffic Control Devices

On November 2014, the California Department of Transportation replaced the Caltrans Traffic Manual with the 2014 California Manual on Uniform Traffic Control Devices. Part 6 of the 2014 MUTCD covers temporary Traffic Controls. The CA MUTCD covers every aspect of temporary traffic control on state and county highways including taper, diversions and detours, hand signaling controls, barricades, lighting devices, and sign placements.

Sustainable Communities Strategies: Senate Bill 375 – Land Use Planning

Senate Bill (SB) 375 provides for a planning process to coordinate land use planning and RTPs and funding priorities in order to help California meet the greenhouse gas (GHG) reduction goals established in Assembly Bill (AB) 32. SB 375 requires that RTPs developed by metropolitan planning organizations (MPO) relevant to the Project site (e.g., Southern California Association of Governments [SCAG]) incorporate a "sustainable communities strategy" in their RTPs that will achieve GHG emission reduction targets set by the California Air Resources Board (CARB). SB 375 also includes provisions for streamlined CEQA review for some infill projects, such as Transit-Oriented Developments (TODs).

As an MPO, SCAG is responsible for preparing and utilizing a public participation plan that is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG's proposed RTP and the Regional Transportation Improvement Program (TIP). SB 375 requires SCAG to adopt a public participation plan for development of the sustainable communities strategy (SCS) and an alternative planning strategy (APS). Further, as required by SB 375, SCAG conducted 14 informational briefings within the region for members of the board of supervisors and city councils on the SCS and APS, if any. The purpose of the meetings was to present a draft of the SCS to members of the board of supervisors and city council members and to solicit and consider their input and recommendations.

SB 743 – Update to the CEQA Guidelines for Transportation Impacts

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The changes to the Guidelines were approved by the Office of

Administrative Law and are now in effect. The updated guidelines shift traffic analysis from delay and operations to vehicle miles traveled (VMT) when evaluating transportation impacts under CEQA. This change in methodology is a result of SB 743, which was signed into law in September 2013. SB 743 created a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.

Measurements of transportation impacts may include VMT, VMT per capita, automobile trip generation rates, or automobile trips generated. According to SB 743, projects should aim to reduce VMT and mitigate potential VMT impacts through the implementation of transportation demand management (TDM) strategies. By July 1, 2020, all CEQA lead agencies must analyze a project's transportation impacts using VMT. Specific to SB 743, Section 15064.3(c) states, "The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide." In addition, Section 15007 states, "Public agencies shall comply with the new requirements in amendments to the Guideline beginning with the earlier of the following two dates:

1. The effective date of the agency's procedures amended to conform to the new Guideline amendments; or
2. The 120th day after the effective date of the Guideline amendments.

In order to implement these new CEQA guidelines before the 120-day grace period, each lead agency would need to identify their preferred VMT metric; VMT methodology; VMT impact significance threshold; and VMT mitigation options. As part of the development of the new CEQA guidelines, the OPR prepared a Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). The final version of the Technical Advisory is dated December 2018 and provides guidance for local jurisdictions in developing methodologies and thresholds for evaluating VMT.

The City of Rancho Cucamonga has adopted VMT thresholds of significance for determining the significance of transportation impacts consistent with City of Rancho Cucamonga Traffic Impact Analysis Guidelines (updated June 2020).

California Department of Transportation State Transportation Improvement Program

The California Department of Transportation (Caltrans) State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Plan (ITIP) and regional agencies prepare

Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years).[3]

California Complete Streets Act Of 2008

This act requires that the circulation elements of local general plans accommodate a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in a manner that is suitable to the rural, suburban, or urban context of the jurisdiction. Users are defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and riders of public transportation.

REGIONAL

Regional Transportation Plan/Sustainable Communities Strategy

As the metropolitan planning organization for the region's six counties and 191 cities, the Regional Council of Southern California Association of Governments (SCAG) is mandated by law to develop a long-term regional transportation and sustainability plan every four years. On September 3, 2020, SCAG's Regional Council approved and fully adopted Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal identifies 10 goals that fall into four categories: economy, mobility, environment and healthy/complete communities. The RTP/SCS is discussed further in *Section 4.11, Land Use and Planning,* of this Draft EIR.

San Bernardino County Congestion Management Program

The San Bernardino County Transportation Authority (SBCTA) is San Bernardino's CMA. SBCTA prepares, monitors and periodically updates the County CMP to meet federal Congestion Management Process requirement and the County's Measure I Program. The San Bernardino County CMP defines a network of state highways and arterials, level of service standards and related procedures; the process for mitigation of impacts of new development on the transportations system' and technical justification for the approach.

Measure I Strategic Plan

Measure I authorizes a half-cent sales tax in San Bernardino County until March 2040 for use exclusively on transportation improvement and traffic management programs. Measure I includes language mandating development to pay its fair share for transportation improvements in San Bernardino County. The Measure I Strategic Plan[4] is the official guide for the allocation and administration of the combination of local transportation sales tax, State and Federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail

[3] Caltrans. (2019). *State Transportation Improvement Program (STIP)*. Retrieved from Caltrans Website: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program. Accessed September 17, 2019.

[4] San Bernardino Associated Governments, Measure I 2010-2040 Strategic Plan (revised September 2017), accessed February 2020, https://www.gosbcta.com/wp-content/uploads/2019/09/MeasureIStrategicPlan-Part1-rev0917.pdf

transit, and traffic management systems. The City has adopted a development impact fee (DIF) program that is consistent with Measure I requirements.

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Mobility and Access Chapter

The Mobility and Access Chapter of the Rancho Cucamonga GP includes goals and policies that would be applied to the Project related to traffic. This chapter represents the City's overall circulation/transportation plan to accommodate the movement of people and products throughout the City.

Goal MA-2 Access for All. A safe, efficient, accessible, and equitable transportation system that serves the mobility needs of all users.

Policy MA-2.8 Facility Service Levels. Maintain level of service (LOS) D for priority modes on each street; LOS E or F may be acceptable at intersections or segments for modes that are not prioritized. The City will develop a list of intersections and roadways that are protected from this level of service policy where 1) maintaining the standard would be a disincentive to walking, biking or transit; 2) constructing facilities would prevent the City from VMT reduction goals or other priorities, and; 3) maintaining the standard would be incompatible with adjacent land uses and built forms.

Policy MA-2.12 Transportation Demand Management. Require new projects to implement Transportation Demand Management strategies, such as employer provided transit pass/parking credit, high-speed communications infrastructure for telecommuting, carpooling incentives, etc.

Goal MA-3 Safety. A transportation network that adapts to changing mobility needs while preserving sustainable community values.

Policy MA-3.4 Emergency Access. Prioritize development and infrastructure investments that work to implement, maintain, and enhance emergency access throughout the community.

Goal MA-4 Goods Movement. An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses.

Policy MA-4.1 Truck Network. Avoid designating truck routes that use collector or local streets that primarily serve residential uses and other sensitive receptors.

Goal MA-5 Sustainable Transportation. A transportation network that adapts to changing mobility needs.

Policy MA-5.1 Land Use Supporting Reduced VMT. Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.

Land Use and Community Character Chapter

The Land Use and Community Character Chapter of the City of the Rancho Cucamonga GP provides guidance to promote the City's goals for current and future development.

Goal LC-2 Human Scaled. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

Policy LC-2.3 Streetscape. Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.

Goal LC-5 Connected Corridors. A citywide network of transportation and open space corridors that provides a high level of connectivity for pedestrians, bicyclists, equestrians, motorists, and transit users.

Policy LC-5.1 Improved Street Network. Systematically extend and complete a network of complete streets to ensure a high-level of multi-modal connectivity within and between adjacent Neighborhoods, Centers and Districts. Plan and implement targeted improvements to the quality and number of pedestrian and bicycle routes within the street and trail network, prioritizing connections to schools, parks, and neighborhood activity centers.

Title 10 of the Municipal Code

Title 10 of the Rancho Cucamonga Municipal Code specifically addresses vehicles and traffic in the City. This regulation establishes a traffic enforcement division within the SBSD to enforce the street traffic regulations of the City and State vehicle laws. It also outlines the responsibilities of the City Traffic Engineer, advisory traffic committee, SBSD and Fire Departments as they relate to traffic regulations and their enforcement.

Title 10 includes speed limits on various streets in the City, designates one-way streets and alleys, stop-controlled streets; identifies driving rules, pedestrian rights and duties, and restrictions on stopping, standing and parking; establishes permit parking districts and truck routes; and contains other regulations that promote public safety on streets, sidewalks and driveways.

Designated truck routes are limited to major and secondary arterials where trucks could travel and prevent trucks from utilizing local streets in residential neighborhoods.

Citywide System Fees for Transportation Development

As noted above, the City has adopted a DIF program to fund transportation system improvements in and near the City. Chapter 3.28 of the City's Municipal Code contains the ordinance that spells out the DIF program and determination of fair-share costs for needed improvements. The fees would finance the improvement or construction of roadways and bridges that would mitigate traffic impacts of new development and redevelopment in the City, based on the Nexus Improvement Program.

The developer may be granted a credit against the DIF that would otherwise be charged to the Project when (1) a developer constructs a roadway improvement that is larger in size, length, or capacity over that needed by the development and (2) the construction is necessary to ensure efficient and timely

construction of the facility. If reimbursement is needed, the amount available in any year shall be at the discretion of the City Engineer.

As part of this program, the City requires new development to conduct a traffic impact analysis to determine the number of trips that would be generated by the development and the improvements needed to serve the development. The traffic analysis serves as the basis for determination of any necessary transportation system improvements that should be constructed as part of the development.

Transportation Demand Management Standards

Chapter 17.78.020 – Transportation Demand Management of the City's Development Code is to encourage large employers to implement programs to reduce the number of single-occupancy vehicle commuter on the roads. Industrial developments of 200,000 square feet or greater are required to implement a number of measures that are intended to reduce traffic congestion and air quality impacts. The ordinance requires the provision of passenger loading areas; preferential parking for carpooling, requires the provision of shower facility for a project that has at least 200 employees, video conferencing etc.

General Design Guidelines

The following two Design Guideline sections were evaluated for the Project related to access and circulation design that provide a safe and efficient system for vehicles and pedestrians: Section 17.122.10 – Residential Development; Section 17.122.030 – Commercial, Office and Industrial Development. Although the Project does not include residentially zoned property, the General Design Guidelines for Residential Districts were still evaluated for the purpose of determining conflicts with the existing residential development on the west side of Baker Avenue and along 9th Street. The guidelines address points of access, reduction of conflicts between vehicular and pedestrian traffic, minimal impacts on adjacent properties, adequate maneuvering areas, separation of vehicular and pedestrian traffic, and interconnected public and private sidewalks.

4.16.5 STANDARDS OF SIGNIFICANCE

The following significance criteria for transportation impacts were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment? ; or
- Result in inadequate emergency access (see Impact 4.16-4).

METHODOLOGY

The Project and associated Project Design Features are evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning

transportation. In addition to Project Design Features, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts on transportation examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: Kimley Horn and Associates, 9th and Vineyard Development Project, *Traffic Study (2021)*; field observations conducted by Kimley-Horn and subconsultants; review of project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including review of relevant local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on transportation considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

Low VMT Area Screening

The City's TIA Guidelines identify that employment-related land use projects could qualify for the use of screening if the project can reasonably be expected to generate VMT per worker Service Population (SP)[7] that is similar to the existing land uses in the low VMT area. A low VMT area is defined as an individual traffic analysis zone (TAZ) where VMT per employee is lower than the City average daily VMT per SP. Refer to Impact 4.16-2 below for further information.

Level of Service Performance Criteria (Included for Informational Purposes Only)

The City of Rancho Cucamonga, the City of Ontario, and SBCTA: CMP have established explicit performance criteria for roadway intersection and freeway operations within their jurisdictions. The LOS performance criteria and significant thresholds used to determine project impacts include:

- **City of Rancho Cucamonga:** The city has adopted LOS D as the minimum acceptable standard. A significant traffic impact occurs if the addition of project generated trips causes an intersection to change from an acceptable LOS to a deficient LOS or if project traffic increases the delay at any intersection already operating at an unacceptable LOS.
- **City of Ontario:** The city has adopted LOS E as the minimum acceptable standard during the morning and evening peak hours. A significant traffic impact occurs if the addition of Project generated trips causes an intersection to change from an acceptable LOS to a deficient LOS or if project traffic increases the delay at any intersection already operating at an unacceptable LOS.[5]

[5] City of Ontario. (2009). *Transportation and Traffic Section; Ontario Plan Draft EIR.* Accessed at: http://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/31736.pdf

- **CMP:** SBCTA, as the congestion management agency, has set LOS E as the minimum acceptable threshold for CMP facilities. The County implements an enhanced transportation management program to ensure that the designated roadways meet this LOS E standard. When the CMP standards differ from the City standards, the CMP guidelines defer to the local agency standards.[6]

Table 4.16-2, Intersection Highway Capacity Manual Level of Service Criteria above, is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). The discussion below includes an evaluation using the methods prescribed in the Highway Capacity Manual (HCM) 6th Edition, consistent with the requirement of the 2016 San Bernardino County CMP. The City does not designate a specific software to be used in the analysis but allows the use of one of several software packages that are consistent with the HCM methodologies. The intersection analysis for the Project was accomplished using Synchro software program and using the specified input parameters outline in the San Bernardino County CMP.

Roadway Segment Performance Criteria (Included for Informational Purposes Only)

In accordance with the Rancho Cucamonga General Plan, the acceptable LOS of roadway segment operation is LOS D or better.

4.16.6 PROJECT IMPACTS AND MITIGATION

REGULATORY REQUIREMENTS

The Rancho Cucamonga General Plan Standard Condition (SC) 5.17-1[7] requires that development applications in the City provide Traffic Impact analyses for review and approval by the City during the permit process to identify traffic impacts and roadway/intersection improvements needed due to Project implementation. The traffic analysis required by SC 4.16-1 has been completed for the Project through the preparation of the TIA and this Draft EIR section.

PROJECT DESIGN FEATURES

The Applicant shall construct the following intersection improvements at the Project vicinity:

- With the construction of the Project, the south curb along 9th Street would be reconstructed near the intersection with Vineyard Avenue and the exclusive eastbound left-turn lane would be removed. The eastbound approach on 9th Street at Vineyard Avenue would consist of a single shared lane for all movements. This intersection modification was modeled for the Opening Year (2021) with Project and Horizon Year (2040) with Project scenarios.
- Pay fair share contribution to stripe additional eastbound lane on 8th Street to create shared through-left turn lane and shared through-right turn lane.
- Modify ADA/corner cutoffs and related improvements for efficient truck circulation around the Project site:
    - Southwest corner of 9th Street and Vineyard Avenue

[6] City of Rancho Cucamonga General Plan DEIR *Section 5.17*, page 5.17-3 (2021). Retrieved from https://www.cityofrc.us/sites/default/files/2021-09/City%20of%20Rancho%20Cucamonga_GP%20Update%20and%20CAP_Draft%20EIR_September%202021.pdf. Accessed January 28, 2022.

[7] Ibid, page 5.17-4..

- Northwest corner of 8th Street and Vineyard Avenue
- Southwest corner of 8th Street and Vineyard Avenue
- Northwest corner of 8th Street and Baker Avenue
- Northeast corner of 8th Street and Baker Avenue

TRAFFIC STUDY SCENARIOS AND ASSUMPTIONS

To identify Project impacts, the TIA analyzed the following traffic analysis scenarios:

- Existing Conditions
- Project Opening Year (2021)
- Project Opening Year (2021) Plus Project
- Horizon Year (2040)
- Horizon Year (2040) Plus Project

Impact 4.16-1: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Level of Significance: Less than Significant Impact.

CONSTRUCTION

The Project would be consistent with SB 375 by complying with SCAG's Regional Transportation Plan, and the SBCTA's CMP. Further, the Project would implement a temporary traffic control plan during construction activities pursuant to Caltrans' construction practice requirement, which would include provisions for maintaining circulation during construction. The majority of the Project site is undeveloped with some older industrial and commercial uses, vacant legal nonconforming single-family residential units, and a historically significant house located on the west side of the Project site. All of the existing buildings are vacant. The site does not include any roadway, pedestrian, bicycle, or public transit facilities. According to *Exhibit 3.3, Master Site Plan,* construction of the Project would provide newly paved drive aisles that extend throughout Building 1, Building 2, and Building 3 which would improve circulation throughout the Project site.

Construction of the Project would require the south curb along 9th Street to be reconstructed near the intersection with Vineyard Avenue and the exclusive eastbound left-turn lane would be removed. The eastbound approach on 9th Street at Vineyard Avenue would consist of a single shared lane for all movements. The intersection modification was modeled for the Opening Year (2021 with Project and Horizon Year (2040) with Project scenarios).

OPERATION

The Project would comply with the Complete Streets Act of 2008 which requires that General Plans (which includes the Rancho Cucamonga General Plan) accommodate a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in a manner that is suitable to applicable rural, suburban, or urban contexts. Goals and policies from the Land Use and Community Character and Mobility and Access Chapters of the Rancho Cucamonga GP which pertain to the circulation system are described below in *Table 4.11-2, General Plan Consistency* in *Section 4.11, Land Use and Planning*.

As demonstrated in *Table 4.11-2*, the Project's circulation elements would be consistent with the Rancho Cucamonga General Plan chapters pertaining to the land use and mobility (circulation) system, including transit, roadway, bicycle and pedestrian facilities.

The Project would also be consistent with SB 375 by complying with SCAG's Regional Transportation Plan. In addition, the Project would comply with ADA standards for Accessible Designs by designing the proposed walkways to be readily available to individuals with disabilities. This would also apply to crosswalks located in between buildings, walking routes, and curb ramps.

The Project would be consistent with the analyses conducted for the Mobility and Access Chapter of the Rancho Cucamonga General Plan in terms of LOS. The analysis within the TIA utilizes Level of Service (LOS) criteria to determine the significance of Project-generated trips impacts and whether mitigation is required. Refer to the TIA in *Appendix J* of the Draft EIR for more information in regard to LOS. Therefore, since the Project would not conflict with a program, plan, ordinance or policy, impacts would be less than significant, and no mitigation is necessary.

MITIGATION MEASURES

No mitigation is required.

Impact 4.16-2: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Level of Significance: Less than Significant Impact.

According to subdivision (b), for land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.

CONSTRUCTION

Construction of the project is a temporary activity not associated with a specific land use. Although there would be vehicle trips and vehicle miles traveled associated with construction workers, demolition and transport of materials and equipment, these activities do not fall squarely into the primary goals of SB 743, to reduce reliance on individual automobiles and promote multi-modal transportation networks through effective land use planning. In addition, construction activities are, captured in the analysis of air quality and greenhouse gas emissions within other chapters of this Draft EIR.

OPERATIONS

SB 743 changed how traffic impacts are evaluated for CEQA purposes. The new rules supersede the LOS criteria for measuring traffic impacts, replacing them with vehicle miles traveled (VMT) metrics. Section 15064.3 of the CEQA Guidelines must be implemented statewide by January 1, 2019 and public agencies may elect to adopt VMT thresholds of significance.

A Low VMT Area Screening analysis was conducted based on San Bernardino County Transportation Authority (SBCTA) screening tool, which was developed based on the San Bernardino County Transportation Analysis Model (SBTAM). The following inputs were used for running the screening tool:

- VMT Metric: Production/Attraction (P/A) VMT per Service Population (SP)
- Baseline Year: 2020

- Threshold: Below City Baseline (0%)

SP is defined as the sum of population and employment. Since the Project does not have any residential component, the Project SP consists of employees only.

The outputs from the VMT screening are summarized in *Table 4.16-3, VMT Screening below.* As shown in Table 4.16-4 below, the Project TAZ's P/A VMT per SP is 8.93% higher than the Citywide average. The City's TIA Guidelines identifies that employment-related land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per worker that is similar to the existing land uses in the low VMT area. Therefore, the Project's transportation impact cannot be screened as less than significant based on City of Rancho Cucamonga's recommended VMT screening criteria of P/A VMT per SP metric. Screenshots of the SBCTA tool inputs and outputs are included as an attachment to the VMT memo (see Attachment A: VMT Screening Results within the VMT Memorandum in Draft EIR Appendix J).[8] Please note that while the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The below analyses reflect the more conservative 1,037,467 square footage, and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

Table 4.16-3: VMT Screening

Threshold Option	Threshold	Project TAZ[1]	% Change in VMT	Screens Out?
P/A VMT per SP	26.5	29.1	8.93%	No

[1] VMT Generated by the current uses in the SBTAM TAZ 53664302 that the Project is proposed to be located.

The City of Rancho Cucamonga's TIA Guidelines (June 2020) recommend that VMT thresholds are set to the Citywide Average VMT per SP. A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

- A significant impact would occur if the project generated VMT per SP exceeds the Citywide average. The project generated VMT significance threshold is applicable to both baseline project-generated VMT per SP and cumulative project-generated VMT per SP per City of Rancho Cucamonga TIA Guidelines.
- A significant impact would occur if the project is determined to be inconsistent with the RTP/SCS and the project causes total daily VMT within the City to be higher than the no project alternative under cumulative conditions. This represents the project effect on VMT and is measured by comparing the link level boundary VMT per SP within the City of Rancho Cucamonga under the No Project and With Project conditions. The project effect on VMT is considered significant if the addition of project increases the VMT per SP within the City.

As the Project does not satisfy VMT screening criteria for P/A VMT per SP, a VMT analysis was conducted for the Project based on San Bernardino County Transportation Analysis Model (SBTAM) consistent with the City of Rancho Cucamonga guidelines. The project generated VMT was calculated by multiplying the trips for each trip purpose extracted from the production-attraction matrix with the non-toll distance for

[10] Kimley-Horn and Associates. (2021). *9th and Vineyard Warehouse Project Vehicle Mile Traveled (VMT) Assessment*. Orange, CA: Kimley-Horn and Associates. Refer to EIR Appendix J

drive alone trips. To calculate the P/A VMT per SP, the Project Generated VMT was divided by the TAZ Service Population (With Project).For further detail regarding the VMT analysis, see the VMT memo in Draft EIR Appendix J.

Analysis found that, as shown in *Table 4.16-4, VMT Impact Evaluation*, the Project's Year 2016 and Year 2040 P/A VMT per SP are both less than City baseline P/A VMT per SP. As such, the Project generated VMT is less than significant based on City of Rancho Cucamonga's recommended thresholds. As stated above, please note that while the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The below analyses reflect the more conservative 1,037,467 square footage, and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

Table 4.16-4: VMT Impact Evaluation

Threshold Option	Threshold	Project TAZ	Change in VMT	Potentially Significant
P/A VMT per SP (2016)	26.5	25.57	-0.93	No
P/A VMT per SP (2040)	26.5	25.78	-.72	No

[1] Threshold based on baseline (2016) VMT per Service Population for the City of Rancho Cucamonga calculated using the P/A method.

The Project's transportation impact based on VMT would be less than significant based on City of Rancho Cucamonga's recommended thresholds based on P/A VMT per SP metric for both baseline and cumulative conditions. The Project's transportation impact is therefore presumed to be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.16-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Level of Significance: Less than Significant Impact.

CONSTRUCTION

Construction impacts associated with the Project would temporarily restrict vehicular traffic or cause temporary hazards. Construction operations would be required to implement appropriate and feasible measures to facilitate the passage of people and vehicles through/around any required road or lane closures or implement detours if needed. Site-specific activities, such as temporary construction activities, are approved on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific development plans required for the construction of infrastructure, the Project would be required to comply with the City requirements including obtaining a Lane Closure Permit, encroachment permit, and/or other measures that would maintain traffic flow and access through standard conditions of approval that would be placed on Project buildout. The Project does not propose the use of agricultural equipment that would lead to

incompatible uses. Furthermore, the traffic control measures as required by the City would be implemented necessary to maintain adequate circulation.

Overall, on-site construction activities would not substantially increase hazards due to a geometric design feature or incompatible uses. In consideration of project design features, potential construction-related transportation hazards would be less than significant.

Off-Site Construction Impacts

The Project is required to perform off-site improvements, as required as a Condition of Approval, to the northwest and northeast corner of Baker Avenue and 8th Street. Additionally, improvements made to the northwest corner and southwest corner of 9th Street and Vineyard Avenue, and the northwest corner and southwest corner of 8th Street and Vineyard Avenue are included as Project Design Features. The above construction analysis evaluates the modification as a project design feature that would support the circulation of trucks that would leave the Project site via the proposed ingress and egress access point at the northern portion. The Project Applicant intends to collaborate with the City and Phelan Development Company, owner of the approximately 11.73-acre site located on the north side of 9th street opposite of the Project site which includes a three-building industrial project totaling approximately 236,534 square feet, for the construction of and/or payment for any required fair-share fees related to the improvements at or near the intersection of 9th Street and Vineyard Avenue.

OPERATIONS

The post project condition would generally maintain the existing roadway network, with the exception of improvements to the intersection of Vineyard Avenue and 9th Street and Baker Avenue and 8th Street. All proposed modifications would be compliant with the City of Rancho Cucamonga relevant regulatory agency development standards, requirements, and regulations as stated above in Impact 4.16-1. Roadway improvements in and around the Project site would be designed and constructed to meet all City requirements for street widths, corner radii, and intersection control as well as incorporate design standards tailored specifically to Project access requirements that would result in the safe and efficient flow of traffic within and throughout the Project site. Adhering to the City's regulatory requirements for general street alignments, circulation/mobility, would ensure that the Project would not include any sharp curves for the public and Project uses, or create dangerous intersections, or design hazards. Additionally, modifications to the other intersections are necessary to improve traffic congestion, truck movement, and existing road conditions around the Project site.

Overall, in consideration of the implementation of project design features identified above, construction and operation activities would not substantially increase hazards due to a geometric design feature or incompatible uses; therefore, impacts would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.16-4: Would the Project result in inadequate emergency access?

Level of Significance: Less than Significant Impact.

CONSTRUCTION

The Project would not result in any significant emergency access impacts during construction. In case of an emergency, the construction manager would have assigned staff to flag emergency response vehicles and direct them to the emergency location. Unimpeded access would be maintained throughout the Project site and work vehicles and equipment would be prohibited from parking or placed in a manner that would impede emergency response vehicle access. Site conditions, during and after the workday, would be either maintained or left in a condition that adheres to Division of Occupational Safety and Health (OSHA) safety standards to prevent any hazardous condition that would affect construction staff and emergency responders.

Access roads to the site would be constructed throughout the Project site for construction staff/inspectors, construction equipment and materials delivery/removal, and emergency response vehicles. The access roads would be kept or maintained in such condition to allow for the safe passage for emergency response vehicles. The Project site as described in *Section 3.0, Project Description,* would provide vehicular access through six driveways, one on 9th street, two on Vineyard Avenue, and three on Baker Avenue.

Overall, the Project adherence to applicable City laws and regulations, and provision of many access points would make construction of the Project impacts less than significant.

Off-Site Construction Impacts and Operations

The off-site improvements are discussed in the Off-Site Construction Impacts Section 4.16-5 and would potentially cause delays for traffic during construction outside of the Project area. The Rancho Cucamonga Mobility and Access Chapter, Figure M-5; *Truck Routes,* identifies Vineyard Avenue from the Ontario boundary to Foothill Boulevard as a major truck route. Additionally, there would be some potential delays for emergency vehicles during construction due to traffic. Therefore, the Applicant would implement necessary traffic control measures to alleviate congestion in conformance with the City's construction permit requirements, Lane Closure Permit, and encroachment permit requirements. Further measures would be taken to improve access to and through the site if needed, however the six proposed access points mentioned above would allow emergency vehicles to enter the site at different locations; therefore, the impact would be less than significant.

MITIGATION MEASURES

No mitigation is required.

4.16.7 SUPPLEMENTAL TRAFFIC DISCUSSION

For informational purposes, the TIA included a traffic analysis for the purposes of determining whether the project complies with the applicable General Plan goals, policies, and programs. However, this additional information regarding the project's trip generation and predicted trip distribution on the roadway network is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA. As stated above, please note that while the Project is proposing to construct three (3) warehouse buildings totaling approximately 1,032,090 square feet, the Traffic Impact Analysis, Air Quality, Greenhouse Gas, Acoustical, and Health Risk Assessment technical studies analyzed a larger, more conservative site plan inclusive of three (3) warehouse buildings totaling approximately 1,037,467 square feet. The below

analyses reflect the more conservative 1,037,467 square footage, and is therefore more conservative than the proposed Project square footage of 1,032,090 square feet.

Project Forecast Trip Generation

Project forecast generation for the Project is based on scoping discussions with the Cities of Rancho Cucamonga and Ontario per the approved scoping agreement prior to the City adopting VMT thresholds. The Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Editions) and the Fontana Truck Trip Generation Study from August 2003 was utilized to gather passenger vehicle and truck mix rates. Furthermore, trip distribution assumptions for the Project were developed considering the proposed site uses, and the routes to and from the freeway system for the warehouse trucks. Separate distribution patterns were assumed for passenger car trips and truck trips. *Table 4.16-5, ITE Trip Generation Rates for Project Land Uses,* summarizes the ITE trip generation rates used to calculate the number of trips forecasted.

Table 4.16-5: ITE Trip Generation Rates for Project Land Uses

TRIP GENERATION RATES									
ITE Land Use	**ITE Code**	**Unit**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Manufacturing	140	KSF	3.93	0.48	0.14	0.62	0.21	0.46	0.67
Warehousing	150	KSF	1.74	0.13	0.04	0.17	0.05	0.14	0.19
General Office Building	710	KSF	9.74	1.00	0.16	1.16	0.18	0.97	1.15
PROJECT TRIP GENERATION									
Existing Land Uses									
Project Land Use	**Quantity**	**Unit**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Manufacturing	39.375	KSF	155	19	6	25	8	18	26
Passenger Vehicles	80.3%		124	15	5	20	6	14	20
Trucks (PCE)	19.7%		73	9	3	12	4	8	12
Light Warehouse	75.320	KSF	131	10	3	13	4	10	14
Passenger Vehicles	80.3%		105	8	2	10	3	8	11
Trucks (PCE)	19.7%		61	5	1	6	1	5	6
General Office Building	9.300	KSF	91	9	2	11	2	9	11
Total Existing PCE Trips			**454**	**46**	**13**	**59**	**16**	**44**	**60**
Proposed Land Uses									
Project Land Use	**Quantity**	**Unit**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Heavy Warehouse	1,037.467	KSF	1,805	136	40	176	53	144	197
Passenger Vehicles	*79.6%*		*1,436*	*108*	*32*	*140*	*42*	*115*	*157*
Trucks	*20.4%*		*369*	*28*	*8*	*36*	*11*	*29*	*40*

PROJECT TRIPS – PASSENGER CAR EQUIVALENTS (PCE)										
Vehicle Type	**Vehicle Mix**	**Daily Vehicles**	**PCE Factor**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
					In	**Out**	**Total**	**In**	**Out**	**Total**
Passenger Vehicles	79.6%	1,436	1.0	1,436	108	32	140	42	115	157
2-Axle Trucks	3.5%	62	1.5	93	7	2	9	3	7	10
3-Axle Trucks	4.6%	84	2.0	168	13	4	17	5	13	18

PROJECT TRIPS – PASSENGER CAR EQUIVALENTS (PCE)										
4+ Axle Trucks	12.3%	223	3.0	669	50	15	65	20	53	73
Total Truck PCE Trips				930	70	21	91	28	73	101
Total Proposed PCE Trips				**2,366**	**178**	**53**	**231**	**70**	**188**	**258**
Project Trip Summary										
Total Proposed PCE Trips				**2,366**	**178**	**53**	**231**	**70**	**188**	**258**
Total Existing PCE Trips				**-454**	**-46**	**-13**	**-59**	**-16**	**-44**	**-60**
Total Net New PCE Trips				**1,912**	**132**	**40**	**172**	**54**	**144**	**198**

Source: (1) Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition
(2) Truck Trip Generation Study – City of Fontana, August 2003.
(3) San Bernardino Congestion Management Program Update (June 2016)
PCF = Passenger Car Equivalent
KSF = Thousand Square Feet

EXISTING PLUS PROJECT BUILDOUT TRAFFIC IMPACTS

Forecast Trip Distribution and Assignment and Buildout Conditions Traffic Volumes for 2021

This section analyzes the potential traffic impact of the addition of trips forecast to be generated by Project buildout to existing conditions traffic volumes at the study intersections. It is important to note that the "Opening Year (2021) with Project Conditions" analysis assumes the existing roadway network configuration which limits the routing options of Project-related traffic as well as area background traffic. Trip distribution is shown in the following tables: *Table 4.16-6, Opening Year (2021) with Project Conditions Intersection Analysis Summary*, and *Table 4.16-7, Opening Year (2021) with Project Conditions Roadway Analysis Summary.*

INTERSECTION LEVEL OF SERVICE

Level of service (LOS) of an intersection is a qualitative measure used to describe operation conditions. The LOS of an intersection ranges from A, which represents minimal delay, to F, which represents heavy delay and a facility that is operating at or near its function capacity. An intersection LOS is defined as a function of average control delay for the intersection.

Table 4.16-6: Opening Year (2021) with Project Conditions Intersection Analysis Summary

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Impact Sig?	Without Project		With Project		Project Impact	Impact Sig?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Vineyard Avenue and Foothill Boulevard	S	37.0	D	38.9	D	1.9	No	33.3	C	34.2	C	0.9	No
2	Baker Avenue and Arrow Route	S	40.0	D	41.4	D	1.4	No	9.9	A	10.5	B	0.6	No
3	Vineyard Avenue and Arrow Route	S	51.9	D	55.0	D	3.1	No	44.9	D	45.4	D	0.5	No
4	Baker Avenue and 9th Street	U	18.1	C	19.6	C	1.5	No	13.4	B	14.0	B	0.6	No
5	Vineyard Avenue and 9th Street	S	19.5	B	19.3	B	-0.2	No	16.4	B	15.9	B	-0.5	No
6	Baker Avenue and 8th Street	U	47.4	E	52.3	F	4.9	Yes	20.6	C	25.7	D	5.1	No
7	Vineyard Avenue and 8th Street	S	19.5	B	21.6	C	2.1	No	15.2	B	16.2	B	1.0	No
8	Vineyard Avenue and 6th Street	S	15.6	B	16.5	B	0.9	No	18.0	B	18.8	B	0.8	No
9	Vineyard Avenue and 4th Street	S	19.9	C	21.8	C	1.9	No	26.3	C	27.0	D	0.7	No
10	Vineyard Avenue and Jay Street	S	10.2	B	10.1	B	-0.1	No	12.2	B	12.6	B	0.4	No
11	Vineyard Avenue and Inland Empire Boulevard	S	4.7	A	5.0	A	0.3	No	6.5	A	6.5	A	0.0	No
12	Vineyard Avenue and I-10 WB Ramps	S	9.1	A	10.6	B	1.5	No	11.0	B	11.6	B	0.6	No
13	Vineyard Avenue and I-10 EB Ramps	S	20.3	C	21.8	C	1.5	No	14.3	B	15.8	B	1.5	No
14	Baker Avenue and North Driveway	U	n/a		12.7	B	12.7	No	n/a		13.4	B	13.4	No
15	Baker Avenue and South Driveway	U			14.8	B	14.8	No			16.5	C	16.5	No
16	Baker Avenue and South Driveway	U			10.1	B	10.1	No			10.5	B	10.5	No
17	Driveway D and 9th Street	U			23.7	C	23.7	No			15.7	C	15.7	No
18	Vineyard Avenue and Driveway B	U			13.7	B	13.7	No			11.7	B	11.7	No

Notes:

- Shaded values indicate intersections operating at an unacceptable Level of Service, or a significant Impact to the Intersection, per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At an unsignalized intersection, delay refers to the average delay per vehicle on the intersection approach with the highest delay.
- S = Signalized; U = Unsignalized

Table 4.16-7 Opening Year (2021) with Project Conditions Roadway Analysis Summary

Roadway	Segment	Horizon + Project ADT	V / C	LOS	Change in V/C	Significant Impact?
Baker Avenue	Arrow Route to 9th Street	3,092	0.247	A	0.012	No
	9th Street to 8th Street	4,323	0.346	A	0.068	No
Arrow Route	Baker Avenue to Vineyard Avenue	8,733	0.265	A	0.003	No
9th Street	Baker Avenue to Vineyard Avenue	3,518	0.281	A	0.039	No
8th Street	Baker Avenue to Vineyard Avenue	4,476	0.358	A	0.061	No
Vineyard Avenue	Foothill Boulevard to Arrow Route	13,315	0.403	A	0.002	No
	Arrow Route to 9th Street	12,442	0.377	A	0.004	No
	9th Street to 8th Street	14,490	0.439	A	0.037	No
	8th Street to 6th Street	15,577	0.472	A	0.056	No
	6th Street to 4th Street	16,807	0.509	A	0.053	No
	4th Street to Jay Street	18,326	0.555	A	0.048	No
	Jay Street to Inland Empire Boulevard	19,813	0.404	A	0.032	No
	Inland Empire Boulevard to I-10 WB Ramps	20,656	0.422	A	0.033	No
	I-10 WB Ramps to I-10 EB Ramps	18,248	0.553	A	0.025	No

Notes:
- **LOS** =Level of Service
- **ADT** = Average Daily Traffic
- **V / C** = Volume to Capacity

The results of the foregoing analysis indicate that the proposed 9th and Vineyard Development Project would have direct impacts under the Opening Year (2021) with Project traffic scenario at the following intersection:

- #6 – Baker Avenue and 8th Street: AM – LOS F

Table 4.16-8, Opening Year (2021) with Project Conditions Int. Analysis Summary, summarizes the intersection analysis results for the Baker Avenue and 8th Street intersection.

Table 4.16-8: Opening Year (2021) with Project Conditions Int. Analysis Summary

Int. #	Intersection and Mitigation	Traffic Control	AM Peak Hour				PM Peak Hour			
			Without Mitigation		With Mitigation		Without Mitigation		With Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
6	Baker Avenue and 8th Street									
	Widen the southbound approach to provide an exclusive left turn lane	U	52.3	**F**	32.1	D	25.7	D	20.3	C

Notes:
- Bold and shaded values indicate intersections operating at an unacceptable Level of Service, or a significant impact to the intersection, per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At an unsignalized intersection, delay refers to the average delay per vehicle on the intersection approach with the highest delay.
- Delay values are based on the methodology outlined in the Highway Capacity Manual 6th Edition.
- S = Signalized; U = Unsignalized

Forecast Trip Distribution and Assignment and Buildout Conditions Traffic Volumes for Horizon Year 2040

This section analyzes the potential traffic impacts for forecast (Horizon) year 2040; both existing plus Project buildout conditions at the study intersections. According to the City of Rancho Cucamonga's Mobility and Access Chapter, this section evaluates whether the ultimate circulation system planned for the study area would provide an acceptable LOS with the addition of Project-generated trips.

As shown in Table 4.16-10: Horizon Year (2040) with Project Conditions Intersection Analysis Summary, all intersections within the study area would operate at LOS D or better with the addition of the Project except for the following intersections:

- #1 – Vineyard Avenue and Foothill Boulevard: PM – LOS E
- #3 – Vineyard Avenue and Arrow Route: AM & PM – LOS E

#6 – Baker Avenue and 8th Street: AM & PM – LOS F As a request from the City, the potential queuing for the northbound left-turn movement at the Project's northern driveway along Vineyard Avenue was evaluated. The queuing results indicate that there would be enough storage capacity to accommodate the projected traffic volumes and therefore, the queuing would not extend past the existing railroad tracks.

Appendix H in the TIA contains the intersections LOS calculation worksheets. Appendix L of the TIA contains the queueing calculation worksheets.

Table 4.16-9, Horizon Year (2040) with Project Conditions Intersection Analysis Summary and *Table 4.16-10, Horizon Year (2040)* with Project Conditions Roadway Analysis Summary displays the LOS analysis results for the study area. Forecast year 2040 existing plus Project Implementation assumes the buildout of the roadway circulation per the Rancho Cucamonga General Plan.

Table 4.16-9: Horizon Year (2040) with Project Conditions Intersection Analysis Summary

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Impact Sig?	Without Project		With Project		Project Impact	Impact Sig?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Vineyard Avenue and Foothill Boulevard	S	41.6	D	41.9	D	0.3	No	58.4	**E**	58.8	**E**	0.4	No
2	Baker Avenue and Arrow Route	S	43.4	D	43.4	D	0.0	No	32.9	C	36.0	D	3.1	No
3	Vineyard Avenue and Arrow Route	S	61.4	**E**	61.6	**E**	0.2	No	64.7	**E**	65.8	**E**	1.1	No
4	Baker Avenue and 9th Street	U	14.1	B	13.2	B	-0.9	No	15.4	C	13.4	B	-2.0	No
5	Vineyard Avenue and 9th Street	S	18.5	B	25.8	C	7.3	No	17.8	B	23.9	C	6.1	No
6	Baker Avenue and 8th Street	U	45.4	**E**	51.0	**F**	5.6	**Yes**	55.0	**F**	70.6	**F**	15.6	**Yes**
7	Vineyard Avenue and 8th Street	S	19.1	B	18.0	B	-1.1	No	19.1	B	15.7	B	-3.4	No
8	Vineyard Avenue and 6th Street	S	18.3	B	18.8	B	0.5	No	22.8	C	22.9	C	0.1	No
9	Vineyard Avenue and 4th Street	S	24.3	C	24.8	D	0.5	No	36.4	D	34.4	C	-2.0	No
10	Vineyard Avenue and Jay Street	S	13.1	B	13.2	B	0.1	No	17.8	B	21.0	C	3.2	No
11	Vineyard Avenue and Inland Empire Boulevard	S	5.4	A	5.4	A	0.0	No	6.6	A	6.1	A	-0.5	No
12	Vineyard Avenue and I-10 WB Ramps	S	33.7	C	38.1	D	4.4	No	23.1	C	23.8	C	0.7	No
13	Vineyard Avenue and I-10 EB Ramps	S	44.3	D	46.1	D	1.8	No	43.5	D	48.2	D	4.7	No
14	Baker Avenue and North Driveway	U	n/a		12.2	B	12.2	No	n/a		12.8	B	12.8	No
15	Baker Avenue and South Driveway	U			14.1	B	14.1	No			15.4	C	15.4	No
16	Baker Avenue and South Driveway	U			9.9	A	9.9	No			10.0	A	10.0	No
17	Driveway D and 9th Street	U			21.3	C	21.3	No			15.1	C	15.1	No
18	Vineyard Avenue and Driveway B	U			13.2	B	13.2	No			11.7	B	11.7	No

Notes:
- Bold and shaded values indicate intersections operating at an unacceptable Level of Service, or a significant impact to the intersection, per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At an unsignalized intersection, delay refers to the average delay per vehicle on the intersection approach with the highest delay.
- Delay values are based on the methodology outlined in the Highway Capacity Manual 6th Edition.
- S = Signalized; U = Unsignalized

Table 4.16-10: Horizon Year (2040) with Project Conditions Roadway Analysis Summary

Roadway	Segment	Horizon + Project ADT	V / C	LOS	Change in V/C	Significant Impact?
Baker Avenue	Arrow Route to 9th Street	3,639	0.291	A	0.012	No
	9th Street to 8th Street	4,846	0.388	A	0.068	No
Arrow Route	Baker Avenue to Vineyard Avenue	13,148	0.398	A	0.003	No
9th Street	Baker Avenue to Vineyard Avenue	5,148	0.412	A	0.040	No
8th Street	Baker Avenue to Vineyard Avenue	6,581	0.526	A	0.061	No
Vineyard Avenue	Foothill Boulevard to Arrow Route	17,935	0.543	A	0.002	No
	Arrow Route to 9th Street	16,594	0.503	A	0.004	No
	9th Street to 8th Street	17,967	0.544	A	0.037	No
	8th Street to 6th Street	15,515	0.470	A	0.056	No
	6th Street to 4th Street	20,340	0.616	B	0.053	No
	4th Street to Jay Street	29,021	0.879	D	0.047	No
	Jay Street to Inland Empire Boulevard	32,011	0.653	B	0.032	No
	Inland Empire Boulevard to I-10 WB Ramps	32,411	0.661	B	0.032	No
	I-10 WB Ramps to I-10 EB Ramps	28,003	0.849	D	0.025	No

Notes:
- **LOS** = Level of Service
- **ADT** = Average Daily Traffic
- **V / C** = Volume to Capacity

The results of the analysis indicate that, without mitigation, the proposed 9th and Vineyard Development Project would increase delay to LOS E or F at the Horizon Year (2040) at the following intersections:

- #1 – Vineyard Avenue and Foothill Boulevard: PM – LOS E
- #3 – Vineyard Avenue and Arrow Route: AM & PM – LOS E
- #6 – Baker Avenue and 8th Street: AM & PM – LOS F

Table 4.16-11, Horizon Year (2040) with Project Conditions Mitigated Analysis Summary, below summarizes the intersection analysis.

Table 4.16-11: Horizon Year (2040) with Project Conditions Mitigated Analysis Summary

Int. #	Intersection and Mitigation	Traffic Control	AM Peak Hour				PM Peak Hour			
			Without Mitigation		With Mitigation		Without Mitigation		With Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Vineyard Avenue and Foothill Boulevard									
	Pay Fair Share contribution to add a southbound right-turn overlap phase	S	41.9	D	40.9	D	58.8	E	58.2	E
3	Vineyard Avenue and Arrow Route									
	Pay Fair Share contribution to add a westbound right-turn pocket	S	61.6	E	52.1	D	65.8	E	51.8	D
6	Baker Avenue and 8th Street									
	Widen the southbound approach to provide an exclusive left-turn lane. Restripe EB approach to provide a second EB lane through the intersection.	U	51.0	**F**	22.4	C	70.6	**F**	35.8	**E**

Notes:

- Bold and shaded values indicate intersections operating at an unacceptable Level of Service, or a significant impact to the intersection, per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At the unsignalized all-way stop-controlled intersections, delay refers to the average delay per vehicle for the entire intersection.
- Delay values are based on the methodology outlined in the Highway Capacity Manual 6th Edition.
- S = Signalized; U = Unsignalized

RECOMMENDED ROADWAY IMPROVEMENTS

OPENING YEAR PLUS PROJECT

As shown in Table 4.16-8: Opening Year (2021) with Project Conditions Int. Analysis Summary, with the mitigation of widening the southbound approach to provide an exclusive left turn lane at Baker Avenue and 8th Street, in the AM peak hour LOS D is expected, and in the PM peak hour LOS C is expected.

As shown in Table 4.16-11: Horizon Year (2040) with Project Conditions Mitigated Analysis Summary, all intersections within the study area would operate better than before project conditions in 2040 with the addition of the following improvements for which the project would pay its fair share contribution:

Vineyard Avenue and Foothill Boulevard – Pay Fair Share contribution to add a southbound right-turn overlap phase

- Vineyard Avenue and Arrow Route – Pay Fair Share contribution to add a westbound right-turn pocket
- Baker Avenue and 8th Street – Widen the southbound approach to provide an exclusive left turn lane and restripe the eastbound approach to provide a second eastbound lane through the intersection.

4.16.8 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant and unavoidable transportation impacts have been identified.

4.16.9 CUMULATIVE IMPACTS

Cumulative Projects consist of any project that has been approved but is not yet constructed/occupied, and projects that are in various stages of the application and approval process but have not yet been approved. A summary of Cumulative Projects in the Project vicinity and the trip generation associated with each is provided in *Table 4-1, Cumulative Projects List, Environmental Setting*. Trip generation and trip distribution information for Cumulative Projects was derived either from approved traffic studies, where available; or developed by Kimley-Horn if approved traffic studies were not available.

In coordination with the cities and counties in the SCAG region, SCAG has projected growth in population, housing, and employment. Travel forecasts for SCAG's RTP assume the buildout of (1) the City's General Plan; (2) various community and subregional plans; and (3) the General Plans of the adjacent cities. SCAG's RTP is a long-range transportation plan that defines the vision and overall goals for the regional multimodal transportation system and identifies needed multimodal transportation improvements, including freeways, transit, active transportation, signal synchronization, intersection improvements, bus and rail transit, freight movement, and aviation. The Project would be fully accounted for in the growth allocated by the City's General Plan and the RTP, which have both been environmentally cleared, and, as described in the discussion of Impact 4.16-1, the Project is fully consistent with the City's General Plan and the RTP. Therefore, the Project would not result in cumulative significant impacts, and no mitigation is required.

4.16.10 REFERENCES

City of Rancho Cucamonga. (2021). *PlanRC, Rancho Cucamonga General Plan Update*. Rancho Cucamonga, CA: City of Rancho Cucamonga.

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County of San Bernardino. (2007). *San Bernardino County General Plan.* Retrieved from County website at: http://cms.sbcounty.gov/lus/Planning/GeneralPlan.aspx

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Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

Kimley Horn and Associates, 9th and Vineyard Development Project. (2021) *Traffic Study.*

Kimley Horn and Associates, 9th and Vineyard Warehouse Project Vehicle Mile Traveled (VMT) Assessment; December 2021.

Kimley Horn and Associates, 9th and Vineyard Traffic Signal Warrant Investigation at 8th Street and Baker Avenue; September 2020.

San Bernardino Associated Governments, Measure I 2010-2040 Strategic Plan (Revised September 2017), Accessed December 2019, https://www.gosbcta.com/wp-content/uploads/2019/09/MeasureIStrategicPlan-Part1-rev0917.pdf

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4.17 TRIBAL CULTURAL RESOURCES

4.17.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the Tribal Cultural Resource impacts associated with the development of the 9th and Vineyard Development Project (Project). Historically, the term "cultural resources" encompassed archaeological, historical, paleontological and tribal cultural resources, including both physical and intangible remains, or traces left by historic or prehistoric peoples. Tribal resources refer to 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.

The analysis is based primarily on cultural resource studies that are contained in *Appendix D, Cultural Resources Reports,* including: (1) ASM Affiliates' 2019 *Cultural Resource Study Findings Memo for 9th and Vineyard Development Project;* (2) *Kathryn McGee's 2019 Historic Resource Assessment* and (3) Consultation with the Tribes.

The cultural evaluations were conducted in compliance with California Public Resources Code (PRC) Section 5024.1 to identify prehistoric archaeological and historic resources in the Project area and evaluates potential impacts that could result from implementation of the Project. In accordance with PRC Section 21082.3 and Government Code Section 6254(r), due to the confidential nature of the location of cultural resources, this section does not include maps or location data.

4.17.2 TRIBAL CULTURAL PLACES, RESOURCES, AND PROPERTIES

NATIONAL REGISTER BULLETIN 38

National Register Bulletin (NRB) 38 establishes guidelines for evaluating and documenting traditional cultural properties (TCP). NRB 38 provides a general definition of a TCP as "one that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community."

Detailed information about the regulations and definitions of all key tribal cultural resources' terms used in this section are provided below in *Section 4.17.6, Project Impacts and Mitigation* and in *Section 4.5, Cultural Resources*.

For purposes of this analysis, further references to tribal cultural resources, or TCRs, will be identified as traditional cultural properties, or TCPs. This is because NRB 38 guidance serves as the best and most recognized guidance for identifying TCPs.

SENATE BILL 18 – TRADITIONAL TRIBAL CULTURAL PLACES

Senate Bill (SB) 18, approved in 2004, requires local governments to consult with tribes before amending or adopting any general plan or specific plan, or designating land as open space, and to provide notices at various points in the planning process. By involving tribes in the early planning stages, this allows them to participate in local land use decisions for purposes of protecting or mitigating impacts to cultural places. SB 18 does not provide a definition of Traditional Tribal Cultural Places (TCP), but refers to PRC Section 5097.9 and Section 5097.995 to define cultural places, features, and objects:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9).
- Native American historic, cultural, or sacred site that is listed or could be eligible for listing in the CRHR pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.995[1]).

Subject to SB 18, the City has satisfied its SB 18 obligations by conducting consultations with Native American tribes prior to amending or adopting any general plan (as they pertain to this Project), with the purpose of preserving or mitigating impacts to cultural places.

ASSEMBLY BILL 52

Assembly Bill (AB) 52 required an update to Appendix G of the CEQA Guidelines to include questions pertaining to impacts to TCRs. Under AB 52, approved in 2014, PRC Section 21074 was added to the PRC, to read:

(a) "Tribal cultural resources" are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

(A) included or determined to be eligible for inclusion in the California Register of Historical Resources.

(B) included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.[2]

(2) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

(b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

(c) A historical resource described in Section 21084.1, unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Section 11(c) of AB 52 states that "this act shall apply only to a project that has a notice of preparation *(NOP)* or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015."

[1] In 2004, PRC §5097.995 was amended and renumbered to PRC §5097.993 by Senate Bill 1264 (Chapter 286). Local governments should refer to PRC §5097.993 when looking for PRC §5097.995.

[2] Section 5020.1(k) reads "Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. Retrieved from California Legislative Information Website: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5020.1. Accessed August 22, 2019.

4.17.3 ENVIRONMENTAL SETTING

ETHNOGRAPHIC, ARCHAEOLOGICAL, AND HISTORIC CONTEXTS

Ethnographic/Protohistoric

Ethnography is the descriptive and analytic study of the culture of particular groups or communities. An ethnographer seeks to understand a community through interviews with its members and often through living in and observing it (a practice referred to as "participant observation"). The information found in ethnography and other literature provides an important source of information to augment the information that was provided by the Gabrieleño Band of Mission Indians – Kizh Nation and San Manuel Band of Indians.

GABRIELENO INDIANS/KIZH NATION

The Gabrielino established large, permanent villages in the fertile lowlands along rivers and streams and in sheltered areas along the coast. Seasonal migration was practiced across the area for both the exploitation of resources and based on seasonal weather conditions. Their territory encompassed the greater Los Angeles Basin, the coastal regions from Topanga Canyon in the north to perhaps as far south as Aliso Creek, as well as San Clemente, San Nicholas, and Santa Catalina islands. Primarily hunters and gatherers, the Gabrielino used numerous styles of bows, bedrock mortars, portable mortars, pipes, chisels, metates, manos, and various forms of chipped stone tools.[3]

The Gabrieleño were first known by the Spanish as Kichireños "people of the willow houses" they were the people who canoed out to greet Spanish explorer Juan Rodriquez Cabrillo upon his arrival off the shores of Santa Catalina and San Pedro in 1542. Cabrillo declined their invitation to come ashore and visit. Their original name Kizh (pronounced keech) having been lost through assimilation into Spanish culture, they came to be called Gabrieleño because of their forced labor with the San Gabriel Mission. They once inhabited all of Los Angeles County, as well as parts of Riverside, San Bernardino and Orange County. There are over 100 prominent known sites that are Gabrieleño villages, each having had as many as 500 to 1500 Kizh huts. Hereditary chieftains who wielded almost total authority over the community led the villages.[4]

SAN MANUEL[5]

Since time immemorial, before the arrival of European settlers, the indigenous people of California lived in accordance with the environment, holding sacred everything the land provided. In the highlands, passes, valleys, and mountains of the San Bernardino region, Spanish explorers found the Yuhaaviatam or People of the Pines among other clans of the Serrano. The Yuhaaviatam lived as an independent and self-sustaining community before undergoing many years of change and adaptation.

The origin of the name, San Manuel Band of Mission Indians, is the result of Yuhaaviatam engagement with colonizing European and American powers. The first Spanish explorers to the area identified the Yuhaaviatam as a clan of the Serrano people, the Spanish term for highlander. The Spanish settlers used the name Serrano to identify the indigenous people of the San Bernardino highlands, passes, valleys, and

[3] ASM Affiliates. (2019). *Cultural Resource Study Findings Memo for the 9th & Vineyard Development Project – Page 2-3.* Accessed September 1, 2020. Refer to Appendix D

[4] Kizh Nation. (2020). *Gabrieleno Band of Mission Indians – People of the Willowhouse.* Accessed September 1, 2020. Available at: https://gabrielenoindians.org/

[5] San Manuel Band of Indians. (2020). *History*. Accessed September 1, 2020. Available at: https://www.sanmanuel-nsn.gov/Culture/History

mountains who shared a common language and heritage. The term Mission Indians originated from the 21 missions established by Spanish settlers along California's coast from 1769 to 1823, from San Diego, Calif. to Sonoma, Calif. After first contact, Spanish soldiers soon invaded some Serrano villages, removing the people from their ancient homelands and placing them into the mission system. There many died from new diseases and the changes in their diet.

By the mid-1800s sweeping change was brought to California and the United States with the passage of the Treaty of Guadalupe Hidalgo in 1848 and the California Gold Rush of 1849. New settlers came to California, radically changing the Serrano lands with their ranching, farming, and logging. In 1866, unrest came to the area as militia forces from San Bernardino killed Serrano men, women, and children in a 32-day campaign. Yuhaaviatam tribal leader Santos Manuel safely led the remaining Yuhaaviatam from their ancient homelands in the mountains to valley floor.

In 1891 with passage of the Act for Relief for Mission Indians the San Manuel reservation was established and recognized as a sovereign nation with the right of self-government. The San Manuel reservation was named in honor of its courageous leader, Santos Manuel, and henceforth the tribe was recognized as the San Manuel Band of Mission Indians.

From the 1700s to present time, the San Manuel Band of Mission Indians underwent many years of change and hardship, to live as a sovereign and self-sufficient nation. The San Manuel Band of Mission Indian's reservation originally consisted of 657 acres of steep foothills of the San Bernardino Mountains, to near the top of Mount McKinley. The reservation is just over 900 acres and is located in the foothills of the San Bernardino Mountains in California, just north of the cities of Highland and San Bernardino.

Existing Cultural Resources

As discussed in *Section 4.5, Cultural Resources,* the Project site contains a historically significant house on the western portion of the Project and will undergo rehabilitation and converted into a community facility as part of the Project's design. Refer to *Section 4.5* for more information.

COORDINATION

Formal notification was provided to California Native American tribal representatives which may have interest in projects within the geographic area traditionally and culturally affiliated with the tribe(s) pursuant to PRC Section 21080.3.1(b). Native American groups could have knowledge about cultural resources in the area and could have concerns about adverse effects from development on TCPs, as defined in NRB 38.

Two letters were received from the Gabrieleno Indians/Kizh Nation and San Manuel following the SB18 90-day period for tribal noticing containing mitigation measures recommended for approval to conclude AB 52 consultation. Refer to *Section 4.17.6*, *Project Impacts and Mitigation* below.

4.17.4 REGULATORY SETTING

FEDERAL

Archaeological Resources Protection Act

The intent of the Archaeological Resources Protection Act of 1979 (ARPA) is to ensure preservation and protection of archaeological resources on public and Native American lands. ARPA places primary

emphasis on a Federal permitting process in order to control the disturbance and investigation of archaeological sites on these lands. In addition, ARPA's protective provisions are enforced by civil penalties for violation of the Act.

Under this regulation, the term "archaeological resources" includes but is not limited to:

> *pottery, basketry, bottles, weapons, weapon projectiles, tools, structures or portions of structures, pit houses, rock paintings, rock carvings, intaglios, graves, human skeletal materials, or any portion or piece of any of the foregoing items. Nonfossilized and fossilized paleontological specimens, or any portion or piece thereof, shall not be considered archaeological resources, under the regulations under this paragraph, unless found in an archaeological context. No item shall be treated as an archaeological resource under regulations under this paragraph unless such item is at least 100 years of age.*

ARPA mandates consultation procedures before initiation of archaeological research on Native American lands or involving Native American archaeological resources. Section 4(c) requires Native American tribes be notified of possible harm to, or destruction of, sites having religious or cultural significance to that group. The Federal land manager must notify affected tribes before issuing the permit for archaeological work. Section (g)(2) specifies that permits to excavate or remove archaeological resources from Indian lands require consent of the Native American or Native American tribe owning or having jurisdiction over such lands. The permit, it is also stipulated, must include such terms and conditions as could be requested by the affected Native Americans.

Concerning the custody of archaeological resources, ARPA stipulates that any exchange or ultimate disposition of archaeological resources excavated or removed from Native American lands must be subject to the consent of the Native American or Native American tribe that owns or has jurisdiction over such lands.

Native American Graves Protection and Repatriation Act of 1990

The Native American Graves Protection and Repatriation Act 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, 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.

Section 106 Of the National Historic Preservation Act

Per the definitions identified in Section 106 implementing regulations, codified at 36 Code of Federal Regulations (CFR) 800.16(l):

1) *Historic property* means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (*NRHP*) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and

cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria.

2) The term *eligible for inclusion in the National Register* includes both properties formally determined as such in accordance with regulations of the Secretary of the Interior and all other properties that meet the National Register criteria.

For additional information on Section 106 of the NHPA, see *Section 4.5.3, Regulatory Framework* of *Section 4.5, Cultural Resources*.

STATE

California Senate Bill 18

Senate Bill 18 (SB 18) requires local governments to consult with California Native American tribes identified by the California Native American Heritage Commission prior to the adoption or amendment of general plan or specific plan. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains.

California Assembly Bill 52

On July 1, 2015, California AB 52 of 2014 was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC §21084.2).

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be released. AB 52 requires that lead agencies "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the Lead Agency, in writing, to be informed by the Lead Agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the Lead Agency.

On July 1, 2015, AB 52 went into effect as an amendment to the CEQA process, which required governmental agencies to consult with Native American tribes sooner in the development process and to consider tribal cultural resources aside from only archaeological resources.

PRC Section 5097.91, PRC Section 5097.98, PRC Section 5097.94 and the Native American Heritage Commission

PRC Section 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC Section 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

PRC Section 5097.94 establishes the powers and duties of the NAHC, including, but not limited to:

a) To identify and catalog places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands. The identification and cataloging of known graves and cemeteries shall be completed on or before January 1, 1984. The commission shall notify landowners on whose property the graves and cemeteries are determined to exist, and shall identify the Native American group most likely descended from those Native Americans who may be interred on the property.

b) To make recommendations relative to Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans for acquisition by the state or other public agencies for the purpose of facilitating or assuring access thereto by Native Americans.

c) To make recommendations to the Legislature relative to procedures that will voluntarily encourage private property owners to preserve and protect sacred places in a natural state and to allow appropriate access to Native American religionists for ceremonial or spiritual activities.

For a complete list of powers and duties, visit:
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5097.94.

California Penal Code, Section 622.5

California 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.

California Public Records Act

Sections 6254(r) and 6254.10 of the California Public Records Act (Government Code Section 6250 et seq.) were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects… maintained by, …, the Native American Heritage Commission….". Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the [NAHC], another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency."

California Native American Graves Protection and Repatriation Act

Enacted in 2001, the California Native American Graves Protection and Repatriation Act (California Repatriation Act), requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate Native American tribe(s).

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Resource Conservation Chapter

The Resource Conservation Chapter of the City of Rancho Cucamonga General Plan (Rancho Cucamonga GP) provides guidance to promote the City's goals for the conservation of land with consideration of the existing resources, including tribal cultural resources.

Goal RC-4 Cultural Resources. A community rich with historic and cultural resources.

Policy RC-4.1 Disturbance of Human Remains. In areas where there is a high chance that human remains may be present, the City will require proposed projects to conduct a survey to establish occurrence of human remains, and measures to prevent impacts to human remains if found.

Policy RC-4.2 Discovery of Human Remains. Require that any human remains discovered during implementation of public and private projects within the city be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

4.17.5 STANDARDS OF SIGNIFICANCE

The following significance criteria for tribal cultural resources were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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:
    - Listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in PRC Section 5020.1(k), or
    - 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

METHODOLOGY AND ASSUMPTIONS

The Project is evaluated against the aforementioned significance criteria, as the basis for determining the level of impacts related to TCPs. This analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. Where significant impacts remain, feasible mitigation measures are recommended, where warranted, to avoid or lessen the Project's significant adverse impacts.

APPROACH TO ANALYSIS

This analysis of impacts on TCPs examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts; and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field reconnaissance and records search conducted by ASM affiliates in late 2019, review of various data available in public records, including local planning documents. The determination that a Project component will or will not result in "substantial" adverse effects on population and housing resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.17.6 PROJECT IMPACTS AND MITIGATION

Impact 4.17-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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:

i. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k) or

ii. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

CONSTRUCTION AND OPERATIONS

For purposes of this impact analysis, a TCP is defined as a property that is eligible for inclusion in the NRHP or CRHR because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community. A records search at the SCCIC identified a total of 46 cultural resources have been previously recorded within the 1-mi. records search radius. All but two were deemed historic, primarily consisting of various buildings and structures and including the Union Pacific railroad or railroad-related features, individual single-family homes, refuse scatters, and historic districts. The two prehistoric sties were documented approximately 0.75 mile north of the project site. A single extant resource remains within the project, the house at 8803 Baker Avenue. This resource has been found to be significant and is expected to remain in situ and be integrated into the project design.

ASM sent a request to the NAHC to search their Sacred Lands File (SLF) to determine whether their files contained any information relating to the presence of Native American cultural resources within the Project parcel. Response from the NAHC was received on July 12, 2019, indicating that no such resources were found as a result of the SLF search. However, the absence of specific site information in the SLF does not indicate the absence of Native American cultural resources within the Project area. An earlier SLF search for this same Project area resulted in a list of 10 tribal contacts who may have interest in the area. Query letters were sent to each of the contacts on the list.

Native American representatives were contacted from Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and the San Manuel Band of Mission Indians (SMBMI). Formal letters inviting consultation for the Project pursuant to PRC §21080.3.1(b) were sent. Gabrieleño Band of Mission Indians-Kizh Nation requested consultation. No further correspondence has been received. Additionally, a response was received in August 2020 from the San Manuel Band of Mission Indians and indicated that the Project site was within the ancestral tribal territory of the Serrano ancestral territory and that the Project could impact known archaeological/cultural sites. However, due to the nature and location of the Project, and given the CRM Department's present state of knowledge, SMBMI did not have any concerns with the project's implementation. The correspondence included the San Manual Band of Mission Indians Cultural Resources Department proposed language to include as Mitigation Measures for the Project for the protection of Tribal Cultural Resources (TCRs) aimed at reducing potential impacts to those tribal cultural resources. More specifically, the request includes that the Project include cultural monitors during development and ground disturbance. It should be noted that the cultural resources report did not locate any archaeological or tribal cultural resources on the project site. Mitigation measure MM TCR-1 and MM TCR-2 requires the project archaeologist to consult with local experts and Native American Representatives for the preparation of a treatment plan, respectively, if significant unknown cultural resources are discovered during construction mass grading and trenching activities.

As discussed above, implementation of the Project could result in disturbance or destruction of unknown buried tribal cultural resources that were not located during previous study and site evaluation. Mitigation Measure (MM) TCR-1 through MM TCR-9 include measures that would ensure the protection of any unknown or inadvertently discovered archaeological resources and human remains, or other cultural significant resources. All such finds would be required to be treated in accordance with all CEQA requirements and all other applicable laws and regulations. With implementation of these measures, impacts in this regard would be less than significant.

MITIGATION MEASURES

MM TCR-1 The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

MM TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

MM TCR-3 **Retain a Native American Monitor/Consultant**: The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve initial ground disturbing activities at least 1' below existing grade. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area at least 1' below existing grade. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site's initial grading and excavation activities at least 1' below existing grade are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

MM TCR-4 **Public Resources Code Sections 21083.2(b)** for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

MM TCR-5 **Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

MM TCR-6 **Resource Assessment & Continuation of Work Protocol:** Upon discovery, the tribal and/or archaeological monitor/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will

then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

MM TCR-7 **Kizh-Gabrieleno Procedures for burials and funerary remains:** If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

MM TCR-8 **Treatment Measures:** Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

MM TCR-9 **Professional Standards:** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

4.17.7 CUMULATIVE IMPACTS

For purposes of cumulative impact analysis to cultural and tribal resources, the geographic context for cumulative analysis is regional and considers both direct and indirect impacts over a wide area. However; the discussion is focused on the Projects potential for resulting in site-specific impact that could contribute to a cumulative loss. Accordingly, impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off-site, such as a historic townsite or district. With this consideration, the cumulative analyses for historical, archaeological, and tribal cultural resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common cultural or paleontological resources.

As discussed above, the NAHC determined that there are no known Native American cultural resources within the immediate Project site. However, the potential exists for undiscovered tribal cultural resources to be adversely impacted during groundbreaking activities. In the event that a potential tribal cultural resource is found, the Project would implement the previously discussed mitigation measures provided by Kizh Nation and San Manuel that would mitigate further damage to the found tribal resource and in the surrounding area. Therefore, Project impacts would be reduced to a less than significant level.

In addition, future cumulative development projects have the potential to encounter/adversely affect tribal cultural resources. Potential tribal cultural resource impacts associated with other project development would be site-specific and would undergo individually environmental and design review pursuant to CEQA in order to evaluate potential impacts. The combination of the Project as well as past, present, and reasonably foreseeable projects in the City and San Bernardino County would be required to comply with all applicable State, federal, and County and local regulations concerning preservation, salvage, or handling of cultural and paleontological resources, including compliance with required mitigation. This also includes project-by-project consultation with the appropriate tribal representatives to discuss mitigation measures that would be included to mitigate impacts to tribal cultural resources. In addition, implementation of mitigation measures MM TCR-1 through TCR-9 would reduce project-specific impacts to a less than significant level. Therefore, the Project's contribution to cumulative impacts would be less than significant.

4.17.8 SIGNIFICANT UNAVOIDABLE IMPACTS

There are no significant and unavoidable impacts that would occur due to Project implementation.

4.17.9 REFERENCES

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4.18 UTILITIES AND SERVICE SYSTEMS

4.18.1 INTRODUCTION

This section of the Draft EIR identifies and analyzes the 9th and Vineyard Development Project potential impacts to utilities by estimating demand and evaluating its relationship to existing and planned supplies and capacities. This section addresses the following utilities: water; wastewater; stormwater facilities; and solid waste. Other utilities such as electricity and natural gas are discussed in greater detail in *Section 4.6, Energy.* In addition, although this section will cover water, an in-depth analysis of Project impacts to water are discussed in *Section 4.10, Hydrology and Water Quality.* This section of the Draft EIR will be organized and discussed based solely on utilities. The following utility and services are addressed in this section (the service provider is noted parenthetically):

- Domestic and recycled water supply and distribution (Cucamonga Valley Water District [CVWD])
- Wastewater facilities (CVWD)
- Electricity (Southern California Edison [SCE])
- Natural gas (Southern California Gas Company [SoCal Gas])
- Communication systems (Charter Communications and Frontier Communications)
- Solid waste (Burrtec)

Analysis of area of cumulative impacts and identification of appropriate and feasible mitigation measures are also included in the discussion portions of this section. As would be demonstrated in *Section 4.18.4, Project Impacts and Mitigation* below, information presented in this Utilities and Service Systems analysis is derived largely from regulatory framework (discussed below) such as the *PlanRC, City of Rancho Cucamonga General Plan Update* (Rancho Cucamonga GP), *City of Rancho Cucamonga Municipal Code* (Rancho Cucamonga MC), *Cucamonga Valley Water District 2015 Urban Water Management Plan, 2019 Water Supply Assessment* (WSA) *for 9th & Vineyard Development Project,* and pertinent County and State of California Building Codes, and technical studies conducted specifically for this Project.

4.18.2 ENVIRONMENTAL SETTING

EXISTING INFRASTRUCTURE

Water Sources

Water to the Project site would be supplied by the Cucamonga Valley Water District (District, or CVWD).[1] CVWD receives water from two primary sources: local groundwater and imported water. Approximately 63.7 percent of the CVWD's water supply comes from the Chino Groundwater Basin and the Cucamonga Basin (groundwater) while the imported water that is received from the Metropolitan Water District of Southern California (MWD), a regional water wholesaler that delivers imported water from the State Water Project, makes up 30.9 percent of the CVWD's water supply.

CVWD is the water supplier to a 47 square-mile area that includes the City of Rancho Cucamonga and a portion of the cities of Upland, Ontario, Fontana, as well as some unincorporated areas of San Bernardino

[1] Cucamonga Valley Water District Website. (2019). *Water Supply and Water Quality.* Accessed on October 15th. Retrieved from the CVWD website: http://www.cvwdwater.com/133/Water-Supply.

County. This region has approximately 200,460 customers with over 48,000 water connections. There is a district service area map in Figure 1 in *Appendix H* of the 2020 Water Supply Assessment (WSA).[2]

CVWD has many sources of water to supply its customers ranging from groundwater to imported water purchased from Metropolitan Water District (MWD). The 2015 Urban Water Management Plan (UWMP) provides transparent information regarding the sources.

CVWD has 12 active well sites in the Chino Basin which has the capability of producing 27,017 gallons per minute (GPM) or 32,686 AFY. The Cucamonga Basin has 9 active wells with a total 21 wells. The others are not used due to high nitrate concentration found in the effluent. According to the 2015 UWMP, 12,566 acre-feet per year (AFY) could be pumped from these wells within Cucamonga Basin. Per 2015 UWMP, Groundwater source accounts for approximately 63.7% of supplied water.

The other water source CVWD depends on is canyon water, also known as "tunnel sources," which includes Cucamonga Canyon, Day/East Canyon, and Deer Canyon. Per 2015 UWMP, Canyon water accounts for approximately 2.5% of supplied water. This source of water is dependent on the amount of rainfall the area receives. Cucamonga Canyon, in a normal year is estimated to supply 1,000 AFY and a dry year it can supply half that amount at 500 AFY. Day/East Canyon in a normal year is estimated to supply 3,400 AFY and a dry year it can supply half that amount at 1,700 AFY. The Deer Canyon in a normal year is estimated to supply 140 AFY and a dry year it can supply half that amount at 70 APY. The total estimated amount that canyon can supply in a normal year is 4,540 AFY and in a dry year is 2,270 AFY.

The third source of water is imported water purchased directly from MWD. Per the 2015 UWMP, imported source accounts for approximately 30.9% of supplied water. MWD has setup tiered allocation for purchases to its member agencies and Tier I maximum allocation is set at 28,369 AFY. Any amount above 28,369 APY would be considered as Tier II.

The fourth sources of water are the recharge of recycled water in the Chino Basin by Inland Empire Utilities Agency (IEUA). Per 2015 UWMP, recycled water recharge accounts for approximately 2.9% of supplied water. The recycled water recharge has steadily increased over the years.[3]

Wastewater Infrastructure and Treatment

Wastewater generated within the CVWD's service area is collected and then treated outside of its service area by IEUA. IEUA provides sewage utility service throughout its 242-square-mile service area, which includes CVWD. CVWD is one of 7 agencies contracted with IEUA for wastewater collection, treatment, and disposal.

The District owns and operates the local sewer systems within its service area. Ultimately, all wastewater generated within the CVWD's service area is conveyed to regional trunk and interceptor sewers, which are owned and operated by the IEUA. From there, the wastewater is treated at facilities the IEUA owns and operates.[4]

IEUA operates four regional water recycling plants spread throughout its service area, Regional Plant No. 1, Regional Plant No. 4, Regional Plant No. 5, and the Carbon Canyon Water Reclamation Facility. Of

[2] Valued Engineering, Inc. (2020). Water Supply Assessment for 9th & Vineyard Development Project. Pages 2 and figure 1: CVWD Service Area Map
[3] Valued Engineering, Inc. (2020). *Water Supply Assessment for 9th and Vineyard Development Project.* Page 8.
[4] CVWD. (2015). *2015 Urban Water Management Plan.* Page 49.

those facilities, Regional Plant No. 1 (RP-1) and Regional Plant No. 4 (RP-4) serve CVWD. Along with CVWD's sewer flow RP-1 also receives flow from areas of Chino, Fontana, Montclair and Upland whereas RP-4 also serves Fontana. RP-4 began operations in 1997 and was recently expanded to 14 MGD. *Table 4.18-1, Wastewater Treatment Plant Summary* below summarizes IEUA's recycled water treatment plants average flow projected for 2015 to 2035.

Table 4.18-1: Wastewater Treatment Plant Summary

Wastewater Treatment Plant	Treatment Level	Projected Treatment Plant Flows (MGD)					
		Capacity	2015	2020	2025	2030	2035
Regional Plant No. 1	Tertiary to Title 22 Standards	44	28.3	29.4	30	30.5	32
Regional Plant No. 4	Tertiary to Title 22 Standards	14	9.7	11.4	12	13.5	13.5
Regional Plant No. 5	Tertiary to Title 22 Standards	16.3	9.5	10.4	11	12	13.5
Carbon Canyon Water Reclamation Facility	Tertiary to Title 22 Standards	11.4	7.2	7.4	8	9	10
Total		85.7	54.7	58.6	61	65	69

Source: CVWD. (2015). *2015 Urban Water Management Plan; Page 49 Table 35.* Accessed from: http://www.cvwdwater.com/DocumentCenter/View/1955/2015-Urban-Water-Management-Plan---CVWD?bidId=

Stormwater

The Cucamonga creek located in the eastern portion of the Project area is a non-wetland water of the U.S./State jurisdictional by the Corps and RWQCB and an intermittent streambed jurisdictional by the CDFW. Specifically, Cucamonga Creek meets the Corps' criteria per 33 CFR 328.3(a)(5) as a tributary water. The Corps' jurisdictional extent of Cucamonga Creek is based on the flat nature of the channel and the mapped extent of the 10-year flow event which occurs within the full extent of the channel. The project hydrologist provided additional hydrology information to support this determination, including initial calculations for the 5- to 10-year peak flow rates at an 80-foot wide portion of Cucamonga Creek located just south of OHWM 1 at the intersection of the railroad and 8th Street (Appendix H of Rocks JD within *Appendix C* of the Draft EIR). The 5-year and 10-year peak flow rates were determined to extend the full width of Cucamonga Creek with a 5-year peak flow rate of approximately 7,975 cubic feet per second (cfs) with a depth of flow at approximately 3.28 feet and with a 10-year peak flow rate of approximately 9,715 cfs with a depth of flow at approximately 3.71 feet.[5]

ELECTRICITY, NATURAL GAS, AND COMMUNICATION INFRASTRUCTURE

Electricity and Natural Gas

Southern California Edison (SCE) provides electrical service to the City. In addition, the Rancho Cucamonga Municipal Utility (RCMU) was established to enable the City of Rancho Cucamonga to deal with energy issues at the local level. The recently formed city-owned utility company (established in 2001) serves only portions of the City, not including the Project area.

[5] Rocks Biological Consultant. (2019). *9th & Vineyard Development Project Jurisdiction Delineation Report.* Can be accessed in *Appendix C* of this EIR.

According to the California Energy Commission, SCE consumed approximately 84,292 million kilowatts per hour (kWh) of electricity in 2017.[6] The Southern California Gas Company (SCGC) provides natural gas service to Rancho Cucamonga and is the nation's largest natural gas utility provider with more than to 21.8 million consumers through 5.9 million meters in more than 500 communities.[7] The SCGC service area covers most of central and southern California (20,000 square miles in total). As a public utility, SCGC is under the jurisdiction of the California Public Utilities Commission (CPUC) which regulates natural gas rates and natural gas services, including instate transportation over the utilities' transmission and distribution pipelines system, storage, procurement, metering, and billing.[8] Most of California's natural gas supply comes from out of the state.

California consumers received 9 percent of their natural gas from basins that are located within the state. The remaining 81 percent is obtained from sources outside of the state: 35 percent from the southwest, 16 percent from Canada, and 40 percent from the Rocky Mountains. According to the California Energy Commission, in 2017 the County of San Bernardino consumed approximately 49.3 billion cubic feet of natural gas.[9] There is minimal natural gas, electricity, and telecommunications being served to the various developments located in the eastern portion of the Project site.

Communication Systems

Telephone service to the City is provided by Frontier Communications. Charter Communications provides cable television and high speed internet services to Rancho Cucamonga and the surrounding area. The Project would install fiber conduit along 9th and Vineyard Project frontage consistent with the City's fiber Master Plan.

Solid Waste

Solid waste disposal services in the City are provided by the commercial vendor Burrtec. Burrtec offers residential, commercial, construction, event, and customized services with the addition of providing portable restrooms. The Rancho Disposal Center located at 9820 Cherry Avenue, Fontana, provides collection services for trash, recyclables, green waste, food waste, and construction/demolition wastes. This facility serves as the truck terminal and maintenance facility for all collection trucks and support vehicles, as well as customer service and is capable of providing collection services to serve this project.

In addition, West Valley MRF located at 13373 Napa Street, Fontana Provides waste transfer and materials processing for the West San Bernardino Valley. Permitted capacity 7,500 tons per day. Currently operating at approximately 60% of permitted capacity. This facility has processing facilities for mixed recyclable sorting, green waste processing and composting, food waste processing and composting, construction/demolition waste processing, and processing.

Municipal solid waste is transferred to landfills operated by the County of San Bernardino. The primary facility used by West Valley MRF is the Mid-Valley Landfill in Rialto. In the event that that landfill is closed due to high winds, wastes are transferred to the San Timoteo Landfill in Redlands. The El Sobrante Landfill, in Corona serves as a backup.

[6] California Energy Commission. (2019). *California Energy Consumption Database*. Accessed from: ecdms.energy.ca.gov/elecbyutil.aspx
[7] Southern California Gas Company. (2019). *Company Profile.* Accessed from: http://www.socalgas.com/about-us/company-info.shtml
[8] California Public Utilities Commission. (2019) *Natural Gas and California.* Accessed from: http://www.cpuc.ca.gov/natural_gas/ `
[9] California Energy Commission. (2019). *Energy.* Accessed from: http://ecdms.energy.ca.gov/gasbycounty.aspx

Furthermore, the City has implemented a series of programs for recycling materials and waste diversion programs implements by the City, Burrtec, or other entities. Programs include household hazardous waste (HHW), composting, recycling, and construction waste diversion programs. The City of Rancho Cucamonga has a HHW Collection Facility located at 8794 Lion Street that accepts oil, filters, anti-freeze, medications, etc.

4.18.3 REGULATORY SETTING

FEDERAL

Clean Water Act

Pursuant to Section 404 of the Clean Water Act (33 USC Section 1251 et seq.; CWA), the Corps is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which include those waters listed in 33 Code of Federal Regulations (CFR) 328.3 (as amended at 80 Federal Register (FR) 37104, June 29, 2015). The Corps, with oversight from the U.S. Environmental Protection Agency (U.S. EPA), has the principal authority to issue CWA Section 404 permits. The Corps would require a Standard Individual Permit (SIP) for more than minimal impacts to waters of the U.S. as determined by the Corps. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit (NWP).

A water quality certification or waiver pursuant to Section 401 of the CWA is required for all Section 404 permitted actions. The RWQCB, a division of the State Water Resources Control Board, provides oversight of the 401-certification process in California. The RWQCB is required to provide "certification that there is reasonable assurance that an activity that may result in the discharge to waters of the United States will not violate water quality standards." Water Quality Certification must be based on the finding that proposed discharge will comply with applicable water quality standards.

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA.

Safe Drinking Water Act (Federal)

The Safe Drinking Water Act (SDWA, Health and Safety Code, Sections 116350–116405) is intended to protect public health by regulating the nation's public drinking water supply. The Federal SDWA authorizes the U.S. EPA to set national standards for drinking water to protect against both naturally occurring and man-made contaminants.

STATE

Safe Drinking Water Act (State)

California enacted its own Safe Drinking Water Act, with the California Department of Health Services (DHS) granted primary enforcement responsibility. Title 22 of the California Code of Regulations (CCR) (Division 4, Chapter 15, "Domestic Water Quality and Monitoring Regulations") established DHS authority and provides drinking water quality and monitoring requirements, which are equal to or more stringent than Federal standards.

Recycled Water Regulations

The regulation of recycled water is vested by State law in the State Water Resources Control Board (SWRCB) and the California Department of Public Health Services (DPH). DPH is responsible for the regulations concerning the use of recycled water. Title 17 (California Water Code, Sections 13500–13556) regulates the protection of the potable water supply through the control of cross-connections with potential contaminants, including recycled water. The established water quality standards and treatment reliability criteria for recycled water are codified in Title 22 of the California Water Code. The requirements of Title 22, as revised in 1978, 1990 and 2001, establish the quality and/or treatment processes required for a recycled effluent to be used for a nonpotable application. In addition to recycled water uses and treatment requirements, Title 22 addresses sampling and analysis requirements at the treatment plant, preparation of an engineering report prior to production or use of recycled water, general treatment design requirements, reliability requirements, and alternative methods of treatment.

Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMP Act) (California Water Code, Division 6, Part 2.6, Section 10610 et. seq.) was enacted in 1983. The UWMP Act applies to municipal water suppliers, such as the CVWD, that serve more than 3,000 customers or provide more than 3,000 acre-feet per year (AFY) of water. The UWMP Act requires these suppliers to update their Urban Water Management Plan (UWMP) every 5 years to demonstrate an appropriate level of reliability in supplying anticipated short-term and long-term water demands during normal, dry, and multiple dry years.

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) is the California (State) agency focused on providing and ensuring clean sustainable water for all state residents. This State agency works alongside other federal programs like the Clean Water Act to regulate water sources and uses. The SWRCB regulates water consumption for irrigation and drinking, as well as water discharges from construction, municipal uses, stormwater, and other sources.

Water Supply Planning Provisions

CVWD's 2015 UWMP (June 2016), was prepared pursuant to California Water Code Division 6, Part 2.55, Section 10608 (Sustainable Water Use and Demand Reduction) and California Water Code Division 6, Part 2.6, Sections 10608-10656 (Urban Water Management Planning). The UWMP describes future water demands and future availability of the water supply sources used by CVWD. This UWMP document was used to prepare this WSA.

California Water Code (Sections 10910-10915)

California Water Code Division 6, Part 2.6, Section 10631, requires every urban water supplier to identify as part of its UWMP, the existing and planned sources of water available to the supplier in five-year increments to 20 years. Existing law prohibits an urban water supplier that fails to prepare or submit its UWMP to the Department of Water Resources from receiving financial or drought assistance from the state until the plan is submitted.

California Water Code Division 6, Part 2.10, Sections 10910-10915 requires a Water Supply Assessment (WSA) to provide a description of all water supply projects and programs that may be undertaken to meet

total projected water use over the next 20 years to be included with the Project. The California Water Code requires a city or county which determines a project is subject to CEQA to identify any public water system which may supply water for proposed developments and to request those public water systems to prepare a specific WSA, including projects with proposed residential projects with an equivalence of 500 or more dwelling units. If the water demands have been accounted for in a recently adopted urban water management plan, the water supplier may incorporate information contained in that plan to satisfy certain requirements of a WSA. The California Water Code requires the assessment to include, along with other information, an identification of existing water supply entitlements, water rights, or water service contracts, relevant to the identified water supply for the Project and the quantities of water received in prior years pursuant to those entitlements, rights, and contracts.

The California Water Code also requires the public water system, or the city or county, as applicable, to submit its plans for acquiring additional water supplies if that entity concludes water supplies are, or will be, insufficient.

Government Code 66473.7

Government Code 66473.7 prohibits approval of a tentative map, or a parcel map for which a tentative map was not required, or a development agreement for a subdivision of property of more than 500 dwelling units, except as identified, including the design of the subdivision or the type of improvement, unless the legislative body of a city or county of the designated advisory agency provides written verification from the applicable public water system that a sufficient water supply is available or, in addition, a specified finding is made by the local agency that sufficient water suppliers are, or will be, available prior to completion of the Project. Sufficient water supply is the total water supply available during normal, single-dry, and multiple-dry years within a 20-year projection which would meet the projected demand of the Project, in addition to existing and planned future water uses.

Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Non-residential Buildings was established in 1978 in response to a mandate to reduce the State's energy consumption. These standards are promulgated under California Code of Regulations Title 24 Part 6 and are commonly referred to as "Title 24." The Title 24 standards are periodically updated to reflect new or improved energy efficiency technologies and methods. The most recent Title 24 standards were updated effective October 2005, with subsequent revisions and amendments. A new development project is required to incorporate the most recent Title 24 standards in effect at the time the building permit application is submitted.

Solid Waste Disposal Measurement Act of 2008

The purpose of the Solid Waste Disposal Measurement Act of 2008 (Senate Bill [SB] 1016) is to make the process of goal measurement (as established by AB 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or in some cases employment) and (2) its disposal, as reported by disposal facilities. Each year Cal Recycle calculates each jurisdiction's per capita (per resident or per employee) disposal rates. If business is the dominant source of a jurisdiction's waste generation, CalRecycle may use the per employee disposal rate. Each year's disposal rate would be compared to that jurisdiction's 50 percent per capita disposal target. As such, jurisdictions

would not be compared to other jurisdictions or the statewide average, but they will only be compared to their own 50 percent per capita disposal target. Among other benefits, per capita disposal is an indicator that allows for jurisdiction growth because, as residents or employees increase, report-year disposal tons can increase and still be consistent with the 50 percent per capita disposal target. A comparison of the reported annual per capita disposal rate to the 50 percent per capita disposal target will be useful for indicating progress or other changes over time.

Assembly Bill 1668 and Senate Bill 606 – May 31, 2018

AB 1668 and SB 606 build on former Governor Brown's ongoing efforts to make water conservation a way of life in California and create a new foundation for long-term improvements in water conservation and drought planning. SB 606 and AB 1668 establish guidelines for efficient water use and a framework for the implementation and oversight of the new standards, which must be in place by 2022. The two bills strengthen the state's water resiliency in the face of future droughts with provisions that include:

- Establishing water use objectives and long-term standards for efficient water use that apply to urban retail water suppliers; comprised of indoor residential water use, outdoor residential water use, commercial, industrial and institutional (CII) irrigation with dedicated meters, water loss, and other unique local uses.
- Providing incentives for water suppliers to recycle water.
- Identifying small water suppliers and rural communities that may be at risk of drought and water shortage vulnerability and provide recommendations for drought planning.
- Requiring both urban and agricultural water suppliers to set annual water budgets and prepare for drought.[10]

Assembly Bill 341

AB 341, approved in October 2011, is intended to reduce greenhouse gas emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in the state. It is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020. This law requires California commercial businesses and public entities, that generate four or more cubic yards of commercial solid waste per week or is a multi-family residential dwelling with five or more units, to arrange for recycling services.

Each local jurisdiction is required to inform businesses about the recycling requirement and to keep track of the level of recycling within the business community. In addition, each jurisdiction is required to report to CalRecycle, the state agency that oversees recycling and solid waste, on progress in the business community.[11]

[10] State of California. (2019). *California Statutes Making Conservation a California Way of Life*. Retrieved from State of California Website: https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/california_statutes.html. Accessed April 8, 2019.

[11] CLI. (2011). *Assembly Bill No. 341*. Retrieved from CLI Website: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120AB341. Accessed September 13, 2019.

Assembly Bill 939

Assembly Bill 939, the California Integrated Waste Management Act of 1989, requires each city or county to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state waste diversion goal of 50 percent by and after the year 2000. Subsequent legislation changed the reporting requirements and threshold, but restated source reduction as a priority.

Senate Bill 610

Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to the CEQA.[12]

Senate Bill 221

Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. SB 221 is intended to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before project construction begins.[13]

REGIONAL

Cucamonga Valley Water District 2015 Urban Water Management Plan

Pursuant to the UWMP Act, described above, CVWD adopts a revised Urban Water Management Plan every 5 years. The current adopted plan is the 2015 UWMP. The 2015 UWMP describes the availability and reliability of water supplies through 2035 for normal, dry and multiple dry year periods. CVWD also prepared a Water System Master Plan in March 2017 to support the development of a capital improvement plan to guide the planning, development, and budgeting of water system-improvement projects required to meet system performance criteria for existing customers, as well as to support anticipated growth.

Municipal Separate Storm Sewer System (MS4) Permit/NPDES Permit

The Federal Water Pollution Control Act prohibits the discharge of any pollutant to navigable waters (waters of the U.S.) from a point source unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) permit. In 2002, the Santa Ana Regional Water Quality Control Board (RWQCB)issued an NPDES Storm Water Permit and Waste Discharge Requirements (Order No. R8-2002-0012) under the CWA and the Porter-Cologne Act for discharges of stormwater runoff, snowmelt runoff, surface runoff and drainage within the Upper Santa Ana River watershed in San Bernardino and Riverside counties. This permit expired on April 27, 2007 and was administratively extended. Renewal of waste discharge requirements and an NPDES permit for San Bernardino County is in process under Order No. R8-2010- 0036, NPDES No. CAS618036.

The City of Rancho Cucamonga is within the jurisdiction of the Santa Ana RWQCB and is subject to the waste discharge requirements of the MS4 Permit for San Bernardino and Riverside counties and the

[12] California Department of Water Resources (CDWR). (2003*). Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001.* Page iii. Retrieved from CDWR Website: https://water.ca.gov/LegacyFiles/pubs/use/sb_610_sb_221_guidebook/guidebook.pdf. Accessed September 13, 2019.

[13] Ibid.

proposed permit for San Bernardino County. The County and cities within the County are Co-permittees under the MS4 permit and have legal authority to enforce the terms of the permit in their jurisdictions.

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Public Facilities and Services Chapter

Goal PF-7 Utility Infrastructure. Protect and expand utility infrastructure in a sustainable and innovative manner to serve the current and future needs of the community while ensuring that natural and environmental resources are available for future generations.

Policy PF-7.3 Utility Equipment. To the extent possible, ensure that utility boxes, above-ground equipment, and utility entrances to buildings are located at the rear or side of the building, not the front. Ensure that utility boxes and other above-ground equipment do not block or impair the safe and effective use of trails, sidewalks, and streets.

Rancho Cucamonga Municipal Code

Section 8.17 of the Rancho Cucamonga Municipal Code contains the City's regulations for residential refuse, recyclables, and green waste collection. Chapter 8.19 contains the City's regulations for commercial waste collection. The regulations set the City's requirements for issuing permits to companies providing collection and disposal services in the City. They also outline the responsibilities of the refuse collection company, including regulations for waste receptacles and collection trucks. Regulations include those for the storage of refuse, recyclables, and green wastes; the placement of collection receptacles; and the disposal of hazardous wastes.

Chapter 8.19.020, Construction and Demolition Waste Collection, of the City's Municipal Code, outlines the requirements for diverting construction waste from landfills. Construction and demolition wastes are required to be made available for deconstruction, salvage, and recovery prior to demolition. Further, demolition and construction waste is required to be diverted from going to landfills through the recovery of recycling, reuse, and diversion of 50 to 75 percent of demolition waste tonnage that includes concrete and asphalt; 15 percent of demolition waste tonnage that excludes concrete and asphalt; 50 to 75 percent of roofing waste tonnage; and 50 to 75 percent of construction and remodeling waste tonnage. Recovered and salvaged designated recyclable and reusable materials from the deconstruction phase qualify to be counted in meeting the diversion requirements.

Section 8.19.030, of the Rancho Cucamonga Municipal Code requires that construction and demolition contractors meet certain diversion requirements as follows:

- All construction and demolition projects are required to divert a minimum of 65% of the tonnage generated as a result of the project from the landfill. Separate calculations and reports will be required for the demolition and for the construction portion of projects involving both demolition and construction.
- Every structure planned for demolition shall be made available for deconstruction, salvage and recovery prior to demolition. It shall be the responsibility of the owner, the general contractor and all subcontractors to recover the maximum feasible amount of salvageable designated recyclable and reusable materials prior to demolition. Recovered and salvaged designated

recyclable and reusable materials from the deconstruction phase shall qualify to be counted in meeting the diversion requirements of this chapter. Recovered or salvaged materials may be given or sold on the premises or may be removed to reuse warehouse facilities for storage or sale. (Ord. No. 941 Section 2, 2018).

The City Municipal Code Section 8.19.040 also requires an applicant to prepare a Waste Management and Recycling Plan as follows:

- Except as otherwise specified in this chapter, each person who applies for a building or demolition permit pursuant to chapter 17.010 shall complete a "waste management and recycling plan" document to be issued by the engineering services department. Except as otherwise specified in this chapter, no building or demolition permit shall be issued unless the "waste management and recycling plan" has been submitted by the applicant and approved by the engineering services department. Any changes to the approved plan must be brought to the attention of the engineering services department for review and approval prior to commencing work.

Chapter 17.56 of the City of Rancho Cucamonga Development Code sets landscaping standards for various purposes, including to conserve water. Preliminary and final landscape and irrigation plans are required to be prepared as part of the design review process for compliance with standards that include, but are not limited to, identification of a water budget that includes the estimated water use (in gallons); the irrigated area (in square feet); the precipitation rate and flow rate in gallons per minute; and conceptual locations for trees, shrubs, ground cover, and other vegetation and a corresponding list of planting material by species, quantity, and size.

Chapter 17.82, Water Efficient Landscaping, of the Development Code provides landscape design guidelines that would reduce irrigation demands, promote recycled water use, and minimize irrigation runoff.

4.18.4 STANDARDS OF SIGNIFICANCE

The following significance criteria for utilities and service systems were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (issues related to stormwater drainage facilities are addressed in *Section 4.10, Hydrology and Water Quality)*
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years ;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or

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

METHODOLOGY AND ASSUMPTIONS

The Project and associated Project Design Features are evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning utilities and service systems. In addition to Project Design Features, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts on utilities and service systems examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analysis are based on: the *2015 Urban Water Management Plan*; *Water Supply Assessment Report*; *Water Supply Assessment for 9th and Vineyard Development Project;* Rancho Cucamonga GP and MC; Utilities Questionnaires collected by Kimley-Horn staff; review of various public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on utilities and service systems considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

PROJECT DESIGN FEATURES

- New connections to existing water and wastewater utility infrastructure in the Project area to reduce potential Project impacts.
- Efficient design and material usage
- Water and sewer plans shall be designed, and laterals constructed to meet the requirements of CVWD and the Municipal Code and be approved by CVWD.
- Trash enclosures located in areas where collection trucks do not have to back up.
- Enclosures located as close to main driveways as possible to reduce the distance bins have to be pushed for dumping.
- Consideration should be given during building design for the possible location of trash compactors and cardboard balers.

4.18.5 PROJECT IMPACTS AND MITIGATION

Impact 4.18-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

Existing utilities would be extended and upgraded as needed during construction of the Project to serve the anticipated demands and to accommodate operation of the warehouses and the historical significant structure. All required improvements to existing electrical, natural gas, or telecommunications utilities would occur within the existing public right-of-way (ROW). All areas adjacent to the existing roadways also are heavily disturbed and are within the overall footprint of Project and any impacts are therefore, discussed and disclosed as part of this Draft EIR within the various sections of this document. As such, upgrades to existing utilities are already evaluated as part of the overall project. Therefore, impacts associated with extension of services in these areas and within the site, are less than significant. Services provided by each utility is discussed in additional detail below.

Stormwater

The Project contains two ditches, one located to the east (ditch 1), and the second one that runs across the Project's southern border (ditch 2). Neither of the ditches currently convey flow into Cucamonga Creek per field observation or aerial photograph review of Rock Biological Consulting staff. Ditch 1 was entirely localized to the Project site area and Ditch 2 was located within the 50-foot buffer of the Project survey area and did not display evidence of hydrology.[14] Project construction would be required to comply with any applicable development regulations, including the NPDES permit, SWPPP, and WQMP. An NPDES permit is required by the Clean Water Act (CWA) for any project that would potentially discharge pollutants into the public waterways. The Project proposes to construct a new storm drain that would enter into Cucamonga Creek. The developer is required to get a Section 404 authorization from the Corps, a Section 401 water quality certification from the RWQCB, and a Streambed Alteration Agreement from CDFW for impacts to Cucamonga Creek. Furthermore, impacts on the Cucamonga Creek would require authorization under Section 408 (33 USC Section 408) from the Corps because the channel is a Corps-constructed public works project. The new storm drain would increase the efficiency of the drainage infrastructure in that area and provide an updated conveyance system. Impacts to stormwater are further discussed in *Section 4.10 Hydrology and Water Quality* section. Therefore, impacts would be less than significant.

Water Demand

The Project would include three warehouse buildings, with the largest being at 636,580 square feet and the smallest being at 130,531 square feet in size. The Project would also include the restoration of an existing historically significant structure that would be donated to the City of Rancho Cucamonga for a future city facility. The total Project site footprint is approximately. The total Project site footprint is

[14] Rocks Biological Consultant. (2019). *9th & Vineyard Development Project Jurisdiction Delineation Report.* Page 10. Can be accessed in *Appendix C* of this EIR.

approximately 46.96 net acres (47.07 gross acres). Water demands for the Project would consist solely of industrial warehouse buildings, landscape irrigation demands, and to serve the restored historically significant structure. The estimated water demand for the Project's industrial area would be approximately 53 AFY (or 47.07 gross acres x (0.00112 AFY / 1 gpd)).

A summary of CVWD's projected water supply through 2035 is shown below in *Table 4.18-2*, *CVWD's Future Water Supplies in Normal Years (AFY).*

Table 4.18-2: CVWD's Future Water Supplies in Normal Years (AFY)

Water Supply	Additional Detail on Water Supply	Projected Water Supply			
		2020	2025	2030	2035
		Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume	Reasonably Available Volume
Groundwater	Chino Basin	12,755	13,687	13,859	19,282
Groundwater	Cucamonga Basin	10,000	10,000	10,000	10,000
Purchased or Imported Water	MWD (Tier I and Tier II)	31,605	33,073	35,301	29,878
Recycled Water	Inland Empire Utilities Agency	1,600	1,800	2,000	2,000
Surface Water	Cucamonga Canyon	1,000	1,000	1,000	1,000
Surface Water	Deer Canyon	140	140	140	140
Surface Water	Day/East Canyon	3,400	3,400	3,400	3,400
Transfers	To City of Fontana	0	0	0	0
Total (AF)		**60,500**	**63,100**	**65,700**	**65,700**
Total CVWD Projected Potable Water Demands[15]		**58,900**	**61,353**	**63,753**	**63,753**
Potable Water Supply Surplus		**1,600**	**1,747**	**1,947**	**1,947**

Sources: CVWD. (2015). *2015 Urban Water Management Plan; Page 57 Table 43.* Accessed from: http://www.cvwdwater.com/DocumentCenter/View/1955/2015-Urban-Water-Management-Plan---CVWD?bidId=
Numbers verified through Valued Engineering, Inc. (2020). *Water Supply Assessment for 9th and Vineyard Development Project.* Page 5.

A comparison of CWVD's water supply versus the Project's demand in years 2020, 2025, 2030, and 2035 during normal, single dry, and multiple years (AFY) showed that CVWD projected demand total (including Project) would not exceed CVWD water supply in every aforementioned year with surplus of 1500+ AFY. Therefore, additional relocation or construction of new or expanded water is not necessary to meet the Project's water demand. Therefore, based on the projected yearly water surplus and the incremental increase in demand that would result from implementation of the Project, impacts would be less than significant.

Wastewater

CVWD collects wastewater but doesn't treat or dispose any of the wastewater within its service area. Once wastewater reaches the Inland Empire Utilities Agency's (IEUA) regional trunk and interceptor sewers, the water in terms of this Project's wastewater production, would be sent to IEUA's Regional Water Recycling Plant (RP) RP-1 and RP-4[16]. RP-1 is located at 2662 East Walnut Street in Ontario and RP-4 is located at 12811 6th Street in Rancho Cucamonga. The RP-1 capacity of 44 mgd is sufficient to exceed the additional development within the western and southern areas of the City. The RP-4 treatment plant has a potential ultimate capacity of 14 mgd which is considered more than adequate capacity to treat all

[15] *Portable Demands plus Net Project Demand Increase equals the Total CVWD Project Potable Water Demands listed above.*
[16] Cucamonga Valley Water District. (2016). *2015 Urban Water Management Plan.* Page 49. Accessed from website at: http://www.cvwdwater.com/DocumentCenter/View/1955/2015-Urban-Water-Management-Plan---CVWD?bidId=

increases in wastewater generation for buildout of the General Plan (refer to *table 4.18-1* above). Therefore, the increase in the daily wastewater generated by the Project site would be minimal and result in a less than significant impact. Improvements to facilitate service to the site would consist of tie-ins to the existing wastewater lines and the Project is required to meet the requirements of the Santa Ana Regional Water Quality Control Board regarding wastewater. Impacts would be less than significant.

Electricity, Natural Gas and Telecommunications

The site is currently is improved by vacant, existing structures including commercial, industrial and residential buildings that are capable of being served by electricity, natural gas and telecommunications. The Project proposes to demolish the existing uses, with the exception of the historically significant structure along Baker Avenue located at 8803 Baker Avenue and the cell tower that is to remain on-site and subsequently construct the new industrial Project.

The Project would tie into the existing SCE lines which would enable extension of services to the site. Although some new utility infrastructure would be required on the site, extension of services is not anticipated to require the construct of any new off-site electric power facilities in order to serve the Project. At most, it is anticipated that SCE would provide more electricity to the site compared to what is currently consumed.

The SoCalGas Company provides gas services to most of southern California. It is anticipated that the Project would require some amount of natural gas to support future operations. Similar to electrical services, natural gas lines already exist in the area and to the site. Additionally, it is not anticipated that new or expanded gas supply facilities would be required to serve the site.

Additionally, there is currently an existing telecommunication facility on-site that would remain.

The applicant has received "will serve" letters from Frontier and Charter communications, SoCal Gas Company, and Southern California Edison. Therefore, there would be no impact to these services.

MITIGATION MEASURES

No mitigation is required.

Impact 4.18-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal dry and multiple dry years?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The projected water demand for the industrial warehouse development was estimated by multiplying the planned acreage of the developed site (47.07 gross acres of industrial warehouse development) by an industrial water use rate of 1,000 gallons per day (gpd) per acre. Using this formula, the estimated water demand for the Project's industrial area would be approximately 53 AFY (or 47.07 gross acres x (0.00112 AFY / 1 gpd)). *Table 4.18-3, Projected Water Use Demands for CVWD, Including Project (AFY),* summarizes the projected water demands through 2035 for CVWD's service area, including the demands from the Project. According to the current phasing plan, Project construction would begin in 2021, with completion by 2022.

Table 4.18-3: Projected Water Use Demands for CVWD, Including Project (AFY)[17]

Year	2020	2025	2030	2035
POTABLE WATER DEMANDS				
CVWD Projected Potable Water Demands	58,900	61,300	63,700	63,700
Additional Potable Water Demands (Project)				
▪ Building 1 site (28.45 acres)	0	32	32	32
▪ Building 2 site (5.80 acres)	0	7	7	7
▪ Building 3 site (12.83 acres)	0	14	14	14
Total CVWD Projected Potable Water Demands	58,900	61,353	63,753	63,753

The Project has an estimated water demand for years 2020, 2025, 2030, and 2035. *Tables 4.18-4* through *4.18-7* show Valued Engineering's comparison of CVWD's Water Supply and Demand versus the Project's need.

Table 4.18-4: Comparison of CVWD's 2020 Water Supply and Demand in Normal, Single Dry and Multiple Years (AFY)

Supply & Demand	Normal Year	Single Dry Year	Multiple Dry Years		
			Dry Year 1	Dry Year 2	Dry Year 3
Supply Total	60,500	60,500	60,500	60,500	60,500
Demand Total	58,900	58,900	58,900	58,900	58,900
Demand Total (including Project	58,953	58,953	58,953	58,953	58,953
Difference – Surplus	1,600	1,600	1,600	1,600	1,600
Difference – Surplus (including Project)	1,547	1,547	1,547	1,547	1,547

Table 4.18-5: Comparison of CVWD's 2025 Water Supply and Demand in Normal, Single Dry and Multiple Years (AFY)

Supply & Demand	Normal Year	Single Dry Year	Multiple Dry Years		
			Dry Year 1	Dry Year 2	Dry Year 3
Supply Total	63,100	63,100	63,100	63,100	63,100
Demand Total	61,300	61,300	61,300	61,300	61,300
Demand Total (including Project	61,353	61,353	61,353	61,353	61,353
Difference – Surplus	1,800	1,800	1,800	1,800	1,800
Difference – Surplus (including Project)	1,747	1,747	1,747	1,747	1,747

Table 4.18-6: Comparison of CVWD's 2030 Water Supply and Demand in Normal, Single Dry and Multiple Years (AFY)

Supply & Demand	Normal Year	Single Dry Year	Multiple Dry Years		
			Dry Year 1	Dry Year 2	Dry Year 3
Supply Total	65,700	65,700	65,700	65,700	65,700
Demand Total	63,700	63,700	63,700	63,700	63,700
Demand Total (including Project	63,753	63,753	63,753	63,753	63,753
Difference – Surplus	2,000	2,000	2,000	2,000	2,000
Difference (including Project)	1,947	1,947	1,947	1,947	1,947

[17] Valued Engineering, Inc. (2020). *Water Supply Assessment for 9th and Vineyard Development Project.* Page 5.

Table 4.18-7: Comparison of CVWD's 2035 Water Supply and Demand in Normal, Single Dry and Multiple Years (AFY)

Supply & Demand	Normal Year	Single Dry Year	Multiple Dry Years		
			Dry Year 1	Dry Year 2	Dry Year 3
Supply Total	65,700	65,700	65,700	65,700	65,700
Demand Total	63,700	63,700	63,700	63,700	63,700
Demand Total (including Project	66,753	66,753	66,753	66,753	66,753
Difference – Surplus	2,000	2,000	2,000	2,000	2,000
Difference – Surplus (including Project)	1,947	1,947	1,947	1,947	1,947

According to the tables above, implementation of the Project's water demand would be under the CVWD's projected water demand after difference. Since the Project would comply with the City's applicable GP and MC policies and regulations, and be under CVWD's demand total, the Project would cause a less than significant impact.

MITIGATION MEASURES

No mitigation is required.

Impact 4.18-3: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity, including treatment and/or outfall capacity, to accommodate the project's projected demand in addition to the provider's existing commitments?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

As discussed in Impact 4.18-1 above, the CVWD collects wastewater but doesn't treat or dispose any of the wastewater within its service area. Once wastewater reaches the Inland Empire Utilities Agency's (IEUA) regional trunk and interceptor sewers, the water in terms of this Project's wastewater production, would be sent to IEUA's Regional Water Recycling Plant (RP) RP-1 and RP-4[18]. RP-1 is located at 2662 East Walnut Street in Ontario and RP-4 is located at 12811 6th Street in Rancho Cucamonga. The RP-1 capacity of 44 mgd is sufficient to exceed the additional development within the western and southern areas of the City. The RP-4 treatment plant has a potential ultimate capacity of 14 mgd which is considered more than adequate to capacity to treat all increases in wastewater generation for buildout of the General Plan (refer to *table 4.1813* above).

MITIGATION MEASURES

No mitigation is required.

Impact 4.18-4: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Level of Significance: Less than Significant Impact.

[18] Cucamonga Valley Water District. (2016). *2015 Urban Water Management Plan.* Page 49

CONSTRUCTION AND OPERATIONS

Solid waste generated by the Project would be collected and handled by Burrtec in compliance with any applicable regulation including those in Section 8.17 of the Rancho Cucamonga MC. The State requires that recycling occur during construction and operations of the Project.

According to information provided by Burrtec, the Project is estimated to generate approximately 360 to 370 cubic yards of municipal solid waste and 360 to 370 cubic yard of recyclables per week. Waste generation may vary greatly depending upon individual tenants. Any tenant involved in the production or generation of food products would be required to participate in a food waste recycling program per Assembly Bill 1826. Furthermore, the Project tenants would pay standard collection and processing fees established by the City's franchise agreement with Burrtec.

The Project would also implement project design features as recommended by Burrtec to mitigation potential impacts that involves the following:

- Trash enclosures should be located in areas where collection trucks do not have to back up.
- Enclosures should be located as close to main driveways as possible to reduce the distance bins have to be pushed for dumping.
- Consideration should be given during building design for the possible location of trash compactors and cardboard balers.

Therefore, with the payment of fees to the City of Rancho Cucamonga, and implementation of design features listed above, impacts would be less than significant and would not generate solid waste in excess of State or local standards.

MITIGATION MEASURES

No mitigation is required.

Impact 4.18-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The Project would comply with applicable local, state and federal regulations regarding solid waste, including those of the City of Rancho Cucamonga. Rancho Cucamonga MC Section 8.17 provides policies and regulation regarding solid waste handling by both customers and collectors. In coordination with Burrtec Waste Management the Project would comply with the City's various programs to increase recycling efforts (See Table PF-5: Recycling Programs for a list of programs located in the Rancho Cucamonga GP[19]). In addition, the City implements AB 939 source reduction and recycling measures to reduce solid waste generation and has been found to be compliant with AB 939.

[19] City of Rancho Cucamonga. (2010). *Public Facilities and Infrastructure.* Page PF-23.

Off-Site Construction and Operations Impacts

This Project is required to comply with all Federal, State, and local statutes and regulations regarding solid waste. The City of Rancho Cucamonga continues to implement waste reduction procedures consistent with AB939.

MITIGATION MEASURES

No mitigation is required.

4.18.6 CUMULATIVE IMPACTS

For purposes of public utilities and service systems, cumulative impacts are considered for projects located within Rancho Cucamonga; see *Table 4-1: Cumulative Projects List*. As discussed above, all Project impacts to utilities and service systems would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards, in addition to Project Design Features, payment of applicable development impact and service fees, and implementation of EIR mitigation measures (with the exception of temporary construction noise for off-site pipeline construction and utility placement adjacent to sensitive receptors, addressed in *Section 4.13, Noise*). Impacts regarding water supply and demand are discussed in Impact 4.18-1 above. Impacts related to stormwater drainage facilities are addressed in *Section 4.10, Hydrology and Water Quality*. Although there are potential impacts associated with off-site utility construction and placement, these impacts are temporary in nature and typical of municipal utility construction. As well, these impacts are generally localized and occur at different times rather than simultaneously to avoid significant cumulative impacts from multiple projects. In addition, the Rancho Cucamonga GP and Rancho Cucamonga Final EIR did not identify any unavoidable significant cumulative impacts regarding public utilities and service systems.

Similarly, other past, present, and reasonably foreseeable projects would be anticipated to implement similar measures, or implement mitigation to fully mitigates their contribution to cumulative impacts. Therefore, there are no significant cumulative impacts anticipated relative to public utility and service systems, and the Project's contribution toward potential future utility and service system impacts in the City is not cumulatively considerable.

4.18.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable utilities and service systems impacts have been identified for either the construction or operation phases of the Project.

4.18.8 REFERENCES

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Valued Engineering, Inc. (2020). Water Supply Assessment for 9th & Vineyard Development Project. Can be accessed in *Appendix H* of this EIR.

4.19 WILDFIRE HAZARDS

4.19.1 INTRODUCTION

This section of the Draft EIR identifies and evaluates potential impacts related to wildfire hazards that could result from the implementation of the Project by identifying existing wildfire hazard conditions of the Project site and surrounding area; considering applicable federal, state, regional, and local goals and policies; analyzing environmental impacts; and recommending mitigation measures (if applicable) to minimize or avoid potential adverse impacts. The current condition was used as the baseline against which to compare potential impacts associated with implementation of the Project.

Information presented in this wildfire hazards impact analysis is derived largely from regulatory framework (discussed below) such as the *PlanRC, City of Rancho Cucamonga General Plan Update* (Rancho Cucamonga GP), *City of Rancho Cucamonga Municipal Code* (Rancho Cucamonga MC), *City of Rancho Cucamonga Local Hazard Mitigation Plan* (LHMP), and pertinent County and State of California Building Codes.

4.19.2 ENVIRONMENTAL SETTING

NATURAL SETTING

The Project site is located in San Bernardino County within the southwestern portion of the City of Rancho Cucamonga. The site is surrounded by existing development including industrial, commercial and residential. The Project site is within a completely urbanized area and is not prone to direct impacts from wildfire. The nearest VHWFHZ is located approximately 5 miles to the north, respectively. The site is approximately 2.1 miles directly north of the Ontario International Airport.

AFFECTED ENVIRONMENT

The Project area comprises nine (9) parcels zoned for Neo-Industrial (NI) and Industrial Park (IP). The majority of the area is undeveloped with several trees scattered throughout the eastern portion of the Project site, and a Historical Resource (a house deemed historically significant by the city) at the Project western boundary. *Table 4.19-1, Project Addresses and Existing Use,* summarizes the developed features observed on the Project site.

Table 4.19-1: Project Addresses and Existing Uses

Address	Existing Use
8855 Baker Avenue	Vacant, formerly industrial
8729 East 9th Street	Vacant, formerly office
8817 Baker Avenue	Vacant, formerly residential
8803 Baker Avenue	Abandoned home
8769 Baker Avenue	Undeveloped, featured home in past
8830 Vineyard Avenue	Vacant, formerly industrial
8847 East 9th Street	Vacant, formerly industrial
8810 Vineyard Avenue	Vacant, formerly industrial and residential
8705 & 8725 East 9th Street	Vacant, formerly residential

EXISTING CONDITIONS

According to the National Park Service (NPS), a wildfire, or wildland fire, is described as a non-structure fire that occurs in vegetation such as trees, grasses, and shrubs, and is not a prescribed fire.[1] Wildfires have differing causes including lightning strikes, lava flow, wind-blown embers, and most commonly, people. Wildfires could originate in undeveloped areas and spread to developed or urban areas where the landscape and structures are not designed and maintained to be ignition or fire-resistant. The International Association of Fire Chiefs' Ready, Set, Go! website defines a Wildland-Urban Interface (WUI) as areas where homes are built near or among lands prone to wildland fire.[2] The potential for wildland fires represents a hazard where development is adjacent to open space or in proximity to wildland fuels or designated high or very high (VH) fire hazard severity zones (FHSZ). Fires that occur in WUI areas could affect natural resources as well as life and property.

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program (FRAP). These maps place areas of the State into different FHSZ based on fuels, terrain, weather, and other relevant factors.

As part of this mapping system, land where CAL FIRE is responsible for wildland fire protection is classified as a State Responsibility Area (SRA). CAL FIRE defines a SRA as land that is not federally owned, not incorporated, does not exceed a housing density of three units per acre, contains wildland vegetation as opposed to agriculture or ornamentals, and has watershed value and/or has range/forage value (this effectively eliminates most desert lands). Where local fire protection agencies, such as the Rancho Cucamonga fire protection district (RCFPD), are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). Lands classified as Federal Responsibility Areas (FRA) receive fire protection from a federal governmental agency. The Project site and its adjacent area is classified as a Non-VHFSZ.

CAL FIRE currently identifies the Project site as a Local Responsibility Area (LRA) and would be serviced by the Rancho Cucamonga Fire Protection District (RCFPD) who is responsible for providing diverse emergency management and response programs.[3] The RCFPD has identified specialized skills and trained many of its members and has equipment to deal with different types of emergencies. These include:

- **Wildland Fire Protection:** Firefighters specialize in mitigating fires in the Wildland Urban Interface (WUI) areas.
- **Emergency Medical Services (EMS):** Firefighters trained as Paramedics and Emergency Medical Technicians are responsible for providing rapid response and assessment of life in threatening situations that result from injury or illness.
- **Technical Rescue:** The Technical Rescue Team is a specialized team that is trained in confined space rescue, trench rescue, building collapse and shoring, swift water rescue, high angle, rope rescue, and large animal rescue.

[1] National Park Service (2018). *Types of Wildland Fire*. https://www.nps.gov/subjects/fire/types-of-wildland-fire.htm.
[2] International Association of Fire Chiefs (2019). *Wildland Urban Interface*. http://www.wildlandfirersg.org/about/wildland-urban-interface.
[3] City of Rancho Cucamonga (2021). *Rancho Cucamonga General Plan Update EIR; Figure 5.20-2, Very High Fire Hazard Severity Zones*, page 5.20-15. Accessed January 2022.

- **Hazardous Material:** The Hazardous Materials Team is a specialized team that is trained and certified to take corrective action to prevent or contain the spread of hazardous materials from spills, explosion, or fire.

4.19.3 REGULATORY SETTING

FEDERAL

Federal Emergency Management Act (FEMA)

In March 2003, FEMA became part of the U.S. Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Disaster Mitigation Act of 2000

This Act (42 United States Code [U.S.C.] Section 5121) was signed into law to amend the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. Section 5121-5207). Among other things, this legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and is aimed primarily at the control and streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

i) Funding pre-disaster mitigation activities;

ii) Developing experimental multi-hazard maps to better understand risk;

iii) Establishing state and local government infrastructure mitigation planning requirements;

iv) Defining how states can assume more responsibility in managing the hazard mitigation grant program; and

v) Adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in Section 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

Federal Fire Safety Act (FFSA)

The 1992 FFSA is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during the course of their employment.[4]

[4] Congress.gov. (August 1992). *H.R.3360 – Federal Fire Safety Act of 1992.* Retrieved from https://www.congress.gov/bill/102nd-congress/house-bill/3360

STATE

California Public Resources Code 4290 and 4291

These regulations, which implement minimum fire safety standards related to defensible space, apply to the perimeters and access to all commercial, industrial, and residential building construction with a SRA (approved after January 1, 1991), and within lands classified and designated as very high FHSZ (after July 1, 2021). The person(s) who control, lease, maintain, operate, or own said building in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable materials is required to preserve a defensible space of 100 feet from the perimeter of the building. The regulations shall include the following:

1. Road standards for fire equipment access.
2. Standards for signs identifying streets, roads, and buildings.
3. Minimum private water supply reserves for emergency fire use.
4. Fuel breaks and greenbelts.

These regulations do not supersede local regulations which equal or exceed minimum regulations adopted by the state.

2019 California Code of Regulations, Title 14 State Responsibility Area Fire Safe Regulations

These regulations establish minimum wildfire protection standards in conjunction with building, construction and development in a SRA. The future design and construction of structures, subdivisions and developments in a SRA shall provide for basic emergency access and perimeter wildfire protection measures. These measures shall provide for emergency access; signing and building numbering; private water supply reserves for emergency fire use; and vegetation modification.

With regard to emergency access and egress, 14 California Code of Regulation (CCR) Section 1273.09 – Dead-End Roads states that maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed 800 feet for parcels zoned for less than one acre. The length shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its farthest point. Each dead-end road shall have a turnaround constructed at its terminus.

California Government Code 66474.02

This statute requires that before a county can approve a tentative map, or a parcel map for which a tentative map was not required, for an area (development) located in a SRA or a Very High FHSZ, the following findings must be made:

1. A finding supported by substantial evidence in the record that the subdivision is consistent with regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code (PRC) or consistent with local ordinances certified by the State Board of Forestry and Fire Protection as meeting or exceeding the state regulations.
2. A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:

A. A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.

B. The Department of Forestry and Fire Protection by contract entered into pursuant to Section 4133, 4142, or 4144 of the PRC.

Upon approving a tentative map, or a parcel map for which a tentative map was not required, for an area (development) located in a SRA or VHFHSZ, the county shall transmit a copy of the findings and accompanying maps to the State Board of Forestry and Fire Protection.

2019 California Fire Code

CCR Title 24, Part 9 (2019 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of WUI areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2019 (adopted January 1, 2020). The California Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

Chapter 48 of the California Fire Code provides minimum standards to increase the ability of a building or structure to resist the intrusion of flame or burning embers being projected by a vegetation fire and contributes to a systematic reduction in fire losses through the use of performance and prescriptive requirements. Buildings and structures located on unincorporated land designated as an SRA Moderate, High, and Very High FHSZ and land designated as VHFHSZ by a city or other local agency shall maintain the required hazardous vegetation and fuel management standards. San Bernardino County (County) has adopted the California Fire Code as Section 23.0101 et. Seq. of the County Code of Ordinances.

Title 8 California Code of Regulations Sections 1270 and 6773

In accordance with CCR, Title 8 Section 1270 “Fire Prevention” and Section 6773 “Fire Protection and Fire Equipment,” the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

2019 California Building Standards Code

California building standards are published in the CCR, Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, consists of 12 parts that contain administrative regulations for the California Building Standards Commission and for all state agencies that implement or enforce building standards. Local agencies must ensure the

development complies with the guidelines contained in the CBSC. Cities and counties can adopt additional building standards beyond the CBSC including the CBSC Part 2, named the California Building Code which is based upon the 2018 International Building Code, and Part 11, named the California Green Building Standards Code, also called the CalGreen Code.

California Health and Safety Code

State fire regulations are set forth in California Health and Safety Code (HSC) Section 13000 et seq., and include provisions concerning building standards, fire protection and notification systems, fire protection devices, and fire suppression training, as also set forth in the 2019 CBSC and related updated codes.

Emergency Mutual Aid Agreements

The Emergency Mutual Aid Agreements (EMMA) system is a collaborative effort between city and county emergency managers in the Office of Emergency Services (OES) in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center (REOC), local Emergency Operations Centers (EOCs), the Disaster Field Office (DFO), and community service centers. The purpose of EMMA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the EMAA, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

California Governor's Office of Emergency Services (Cal OES)

In 2009, the State of California passed legislation creating the California Emergency Management Agency (Cal-EMA) and authorizing it to prepare a Standardized Emergency Management System (SEMS) program (Title 19 CCR Section 2400 *et seq.*), which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

As part of former Governor Brown's Reorganization Plan #2, Cal EMA was eliminated and restored to the Governor's Office in 2013. Cal EMA was renamed California Governor's Office of Emergency Services (Cal OES), and merged with the office of Public Safety Communications.

Cal OES serves as the lead state agency for emergency management in California. Cal OES coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as these are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system. In California, the SEMS provides the mechanism by which local government requests assistance. Cal OES serves as the Lead Agency for mobilizing the state's resources and obtaining federal resources; it also maintains oversight of the state's mutual aid system.

Assembly Bill 2911

Approved by former Governor Brown on September 21, 2018, AB 2911 requires a local agency to designate, by ordinance, VHFHSZs in its jurisdiction within 120 days of receiving recommendations from the Director of Forestry and Fire Protection and requires a local agency to transmit a copy of any ordinance adopted pursuant to these provisions to the State Board of Forestry and Fire Protection within 30 days of

adoption. No later than January 31, 2020, AB 2911 requires the State Fire Marshal, in consultation with the Director of Forestry and Fire Protection and the Director of Housing and Community Development, to recommend updated building standards that provide for comprehensive site and structure fire risk reduction to protect structures from fires spreading, as specified, based on lessons learned from the wildfires of 2017 and to develop a list of low-cost retrofits that provide for comprehensive site and structure fire risk reduction, as provided.

This bill would require, on or before July 1, 2021, and every 5 years thereafter, the board, in consultation with the State Fire Marshal, to survey local governments and fire districts to identify existing subdivisions, as defined, in either a state responsibility area or a very high fire hazard severity zone, without secondary egress routes, that are at significant fire risk. The bill would require the board, in consultation with the State Fire Marshal and the local governments identified above, to develop recommendations to improve the subdivision's fire safety, as provided. The bill would require the board to provide final recommendations to the identified local governments.[5]

Senate Bill 969

Signed into law on September 1, 2018, Senate Bill (SB) 969 applies to all new garage doors and garage door opener installations. The law states that when a new garage door is installed or when an existing garage door opener is replaced, the homeowner must install a battery backup garage door opener. Section §19892 of the HSC states the following: On or after July 1, 2019, no person, corporation, or entity shall manufacture for sale in this state, sell, offer for sale at retail or wholesale, or install in this state a residential automatic garage door opener that does not have a battery backup function that is designed to operate when activated because of an electrical outage. The battery backup function shall operate in a manner so that the automatic garage door opener is operational without interruption during an electrical outage.[6]

This law is relevant to this analysis because widespread power outages are often associated with wildfires. Without electricity, homeowners/occupants are unable to open their garage doors via the garage door opener. While garage doors do have an emergency cord that disconnects the garage door from the garage door opener, some members of the population have difficulty engaging the emergency release and/or manually opening the garage door.

REGIONAL

San Bernardino County Fire Department

The San Bernardino County Fire Department (County Fire) provides emergency mitigation and management for fire suppression, emergency medical services (paramedic and nonparamedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. County Fire's services and programs include helicopter rescue, a dozer, fire abatement hand crews, an inmate hand crew specialized program, and an honor guard.

[5] California Legislative Information. (2018). *Assembly Bill No. 2911 Chapter 641.* Retrieved from California Legislative Information Website: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB2911. Accessed September 30, 2019.

[6] State of California. (2018). *Senate Bill No. 969, Chapter 621*. Retrieved from California Legislative Information Website: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB969. Accessed August 11, 2019.

County Fire also provides for the management of: community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials.

County of San Bernardino Multi-Jurisdictional Local Hazard Mitigation Plan[7]

The Local Hazard Mitigation Plan (LHMP) aims to lessen the effect of a disaster by recognizing hazards and developing ways to reduce their impact. Risk assessments rate hazards with the highest potential impact to the community. In addition, long-term prevention or protection steps are developed to lessen the impact of the hazard. The LHMP creates awareness of hazards, threats, and susceptibilities within the community, and paves a path forward for jurisdictions to prepare for local disasters. Plan objectives include:

- Reduce loss of life and injuries.
- Reduce hazard-related property losses.
- Protect the environment.
- Coordinate disaster planning and integrate public policy.
- Improve community and agency knowledge and education of hazards.

LOCAL

PlanRC, City of Rancho Cucamonga General Plan Update

Safety Chapter

The Safety Chapter provides the framework to reduce risks associated with a range of environmental and human-caused hazards that could pose a risk to life and property in Rancho Cucamonga.

Goal S-3 Wildfire Hazards. A community where wildfire impacts are minimized or reduced through investments in planning and resilience.

Policy S-3.4 Buffer Zones. Require development projects to incorporate buffer zones as deemed necessary by the City's Fire Marshal for fire safety and fuel modification.

Policy S-3.5 Water Supply. All developments will meet fire flow requirements identified in the Fire Code.

Rancho Cucamonga Fire Protection District

The RCFPD employs approximately 120 full- and part-time employees, including 89 firefighters, who provide fire protection, and emergency medical response services, fire prevention and inspection services, and emergency management functions, to more than 170,000 residents over a span of approximately 50 square miles in and around the City limits. Fire, rescue, emergency medical service (EMS), and hazardous materials incidents are coordinated through an on-duty Battalion Chief supervising cross-trained firefighter/paramedics and firefighter/emergency medical technicians (EMTs) responding from seven fire stations.

[7] City of Rancho Cucamonga. Local Hazard Mitigation Plan. 2021. https://www.cityofrc.us/sites/default/files/2021-11/Final_2021%20LHMP%20W_Adoption_Appendices_10122021.pdf (accessed January 2022).

The RCFPD is also responsible for enforcing and implementing various community-based programs to ensure compliance with established fire standards. In addition, a community-based Fire Safe Council has been established to focus on public education related to the threat of fires in the Wildland Urban Interface. Currently, RCFPD operates seven fire stations in the City with one Maintenance Facility. Per the City's 2021 Local Hazard Mitigation Plan, the Fire District currently operates from seven fire stations strategically located throughout the City. In addition to the fire stations, the City also has a Fire Maintenance Facility and an Administrative Office that are crucial to the operations of the Fire District.[8]. *Table 4.19.2, Current Rancho Cucamonga Fire Department Station Locations and Response Time* summarizes the RCFPD fire locations and estimated time of arrival to the site.

Table 4.19-2: Current Rancho Cucamonga Fire Department Station Locations

Station No.	Location	Distance from Project Site
Fire Station 171	6627 Amethyst Avenue	3.4 miles
Fire Station 172	9612 San Bernardino Road	2.0 miles
Fire Station 173	12270 Fire House Court	6.4 miles
Fire Station 174	11297 Jersey Avenue	3.9 miles
Fire Station 175	11108 Banyan Street	6.4 miles
Fire Station 176	5840 East Avenue	9.2 miles
Fire Station 177	9270 Rancho Street	5.0 miles
Maintenance Facility	11274 Jersey Boulevard	3.9 miles
Source: City of Rancho Cucamonga Fire District Website. https://www.cityofrc.us/public-safety/fire#fire-station-services (accessed January 2022).		

The nearest fire station to the Project is RCFPD station 172, located approximately 2 miles northeast from the Project site at 9612 San Bernardino Road (travel distance measured from Station 172 to the intersection of E. 9th Street and Vineyard Avenue). On September 17, 2019, the City of Rancho Cucamonga, Rancho Cucamonga Fire District, and Rancho Cucamonga Police Department hosted the official groundbreaking of the new Public Safety Facility to be built at 8812 San Bernardino Road which is the new location for RCFPD station 172. The station is approximately 1 mile, directly north, from the Project site and therefore it can be assumed that with the reduction in travel distance, the response time would be reduced.

Secondary response would be provided by RCFPD Stations 174 and 177 located at 11297 Jersey Avenue and 9270 Rancho Street who share equidistant miles from the Project Site. Additionally, a new RCFPD station is proposed at 10550 Town Center Dr. and could provide secondary response in emergencies.

City of Rancho Cucamonga Local Hazard Mitigation Plan[9]

The City's Local Hazard Mitigation Plan (LHMP) was last updated in August 2021. The intent of the LHMP is to demonstrate the plan for reducing and/or eliminating risk in the City of Rancho Cucamonga. The LHMP process accesses the significant and natural and manmade hazards that would affect the City and its inhabitants, evaluate and incorporate ongoing mitigation activities and related programs in the community; determine additional mitigation measures that should be undertaken, and to outline a strategy for implementation of mitigation projects. In addition, this plan has been developed to identify

[8] Ibid, Page 9.
[9] City of Rancho Cucamonga (2021) *Local Hazard Mitigation Plan.* Accessed on January 25, 2022.

actions, policies and tools for implementation over the long-term resulting in reduction of future losses community-wide.

4.19.4 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA UNDER CEQA

State CEQA Guidelines Appendix G has been utilized as significance criteria in this section. Accordingly, the Project would have a significant environmental impact if one or more of the following occurs:

If located in or near SRA or lands classified as Very High FHSZ, would the Project:

- Substantially impair an adopted emergency response plan or emergency evacuation plan (see Impact 4.19-1)?
- Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (see Impact 4.19-2)?
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that could exacerbate fire risk or that could result in temporary or ongoing impacts to the environment (see Impact 4.19-3)?
- Expose people or structures, either directly or indirectly, to significant loss, injury or death involving wildfires, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes (see Impact 4.19-4)?

METHODOLOGY AND ASSUMPTIONS

The Project and associated Project Design Features are evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning wildfire hazards. In addition to Project Design Features, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

APPROACH TO ANALYSIS

This analysis of impacts from wildfire hazards examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts; and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: field observations conducted by Kimley-Horn; review of project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on wildfire hazards

standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

PROJECT DESIGN FEATURES

- The Project would provide built-in sprinklers in the proposed buildings in accordance with the standards set by RCFPD.
- The Project would construct a new 66-78-inch public storm drain to mitigate downstream flooding.

4.19.5 PROJECT IMPACTS AND MITIGATION

Impact 4.19-1: If located in or near SRA or lands classified as Very High FHSZ, would the Project:

i. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Level of Significance: **Less than Significant Impact.**

CONSTRUCTION AND OPERATIONS

According the CAL FIRE's Very High Fire Hazard Severity Zones in LRA Exhibit, the Project is in a Non-VHFHSZ/LRA Zone. The Project site is approximately 4 miles south of the VHRHSZ within the City of Rancho Cucamonga. Therefore, the City of Rancho Cucamonga's FDP would serve as first responders in case of any structural fire and medical emergency response service, as well as other emergency management and response programs. Urban structural fire conflagration is relatively low in Rancho Cucamonga and the RCFPD is able to provide rapid response through the implementation of programs such as their Emergency Medical Services (EMS) and mutual aid agreements with San Bernardino County fire agencies that consists of certified paramedics who are trained to provide Advanced Life Support (ALS) services to treat a variety of injuries and illnesses. The nearest fire station that would respond to emergency calls at the Project would be from Fire Station 172 which is currently located 2 miles away.

The Project site would have multiple points of ingress/egress; one on 9th Street**,** two on Vineyard Avenue**,** and three points on Baker Avenue. The Project would not alter or impact any emergency access roads or evacuation routes as identified in the LHMP. The Project is located in a fully developed area with improved streets and emergency routes. Furthermore, the Project would be required to construct minimal off-site improvements or pay development fees towards future improvements, as described in *Section 4.16, Transportation*, that would further improve emergency access to the site and adjacent properties.

As described in the General Plan Program EIR, Transportation Section, the City has adopted standards related to emergency accessibility. Additionally, the fire department reviews all development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Compliance with the requirements for emergency lane width, vertical clearance, and distance would ensure that adequate emergency access is available for all new development and redevelopment projects. As noted above, the Project site is within an existing developed area of the City where roadways already exist, therefore no new roadways are required. Construction and operation of the Project is not expected to create risks of wildfire since the site is located in an urbanized area of the City and is not adjacent to wildland area. The construction and removal of brush and trees as well as grasses would limit the potential for wildlife spreading by removal of source materials. Due to multiple points of ingress/egress, quick

response times, building designs compliant with state, regional, and local codes, and designation of the Project site in a Non-VHFHSZ zone, the Project would not interfere with emergency response and evacuation plans and any potential impacts to the RCFPD's emergency response plan, and evacuation plan would be less than significant.

MITIGATION MEASURES

No mitigation is required.

Impact 4.19-2: Will slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

According the CAL FIRE's Very High Fire Hazard Severity Zones in LRA Exhibit, the Project is in a Non-VHFHSZ/LRA Zone. The Project site is approximately 4 miles south of the VHRHSZ and is in southwest Rancho Cucamonga where land use is a mix of residential, commercial, and industrial. The site's slope ranges from generally flat to gentle 1% slope. The Project site is not located in areas with steep slopes that can accelerate the spread of wildfire and the site would be cleared on the trees on-site that would experience a crown fire. A new landscape plan would be reviewed by the City and RCFD and landscaping would be installed and maintained as required. The Project site; however, could experience times with high winds from the east, that would create a greater risk for the structures on site. The Project site is predominantly surrounded by existing development including industrial, commercial, and residential uses.

Due to the presence of surrounding development, presence of area roadways, lack of steep slopes, and construction methods of the warehouses, it is not likely that the Project site would be affected by a wildfire during construction or operations. The warehouse structures would be predominantly concrete which is not typically susceptible to fire. Specifically, the warehouses would be built consistent with the California Building Code requiring new buildings to use ignition-resistant construction methods and materials as well as has a fire suppression system. It is anticipated that these design elements would reduce exposure of the Project site and structures to fire. Therefore, potential impacts associated with exacerbated wildfire risks would be less than significant impact.

MITIGATION MEASURES

No mitigation is required.

Impact 4.19-3: Does the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATIONS

The Project includes construction of three warehouses; Building 1 at 636,580 SF, Building 2 at 130,531 SF, and Building 3 at 264,979 SF. This includes a total 13,000 SF of office space, 378 auto parking spots for employees, 185 trailer stalls, and landscape improvements on the north, west, and eastern portions of 9th Street, Vineyard Avenue, and Baker Avenue. The Project would also include the restoration of a historically significantly structure that would be donated to the City for use as a community facility. The Project site is consistent with the area's land use and would be consistent with the City's zoning designation upon approval of the proposed Zoning Map Amendment (ZMA)(see *Section 3.0, Project Description* for more information). The Project is located in an urbanized area of the City in a predominantly built out commercial/industrial and residential zone. The Project site is not located near the wildland interface. Additionally, the Project site is not within a designated Very High Fire Hazard Severity Zone and therefore, does not fall under the Rancho Cucamonga Fire Protection District Strategic Plan. However, the Project would adhere to the Rancho Cucamonga Fire Code, applicable Fire Protection Plan Requirements, and any applicable Building codes. The 75-foot high cell tower owned by SBA Towers would remain and has been integrated into the Project's design. This would avoid interrupting the services provided by the tower.

The Project site would include installation of utilities and roads within the project area. The project does not include any fuel breaks and does not require a fuel break. In addition, emergency water sources are not required beyond water supply needed to comply with applicable building codes. No elements of the Project would exacerbate the risk of wildfire. The Project is completely surrounding by suburban and urban development. The Project would be built in compliance with the Rancho Cucamonga's Municipal Code Section 17.12.020. Therefore, potential impacts associated with exacerbated risk of wildfire from installation of Project components would be less than significant impact.

MITIGATION MEASURES

No mitigation is required.

Impact 4.19-4: Will the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Level of Significance: Less than Significant Impact.

CONSTRUCTION AND OPERATION

The Project site is covered by Map Number 06071C8630J of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for San Bernardino County, California and Incorporated Areas. The City of Rancho Cucamonga, community number 060671, is included in this FIRM. A portion of the Project site is within a FEMA-mapped flood hazard area: the 0.2 percent Annual Chance Flood Hazard, Areas of 1 percent annual chance flood with average depth less than one foot or within drainage areas of less than one square mile. The remainder of the Project is within Zone X, which is an area of minimal flooding. The effective FEMA map is dated February 18, 2015.

In addition, the City's General Plan Safety Chapter Figure S-5 shows that the eastern portion of the Project site is in a Moderate Flood Hazard Area (500-year flood plain) but that it is protected by a levee (the concrete walls of the flood channel). The Project is located in a highly developed area of the city and

is not adjacent to the interface area or on an area subject to landslide after a wildland fire event. Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. The Project site is relatively flat and located approximately 4 miles south of the VHFHSZ.

The Project would include the installation of a 66-78 inch wide public storm drain main along the southern boundary with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga creek. The 66-78 inch wide public storm drain main has been designed to receive the stormwater discharge of the Project and the historical stormwater discharge from the adjacent properties northwest of the Project, which would minimize the potential for off-site runoff and downstream flooding. Additionally, the Project proposes to construct three (3) concrete tilt-up buildings with the remaining site area (except areas dedicated for landscaping) paved with portland cement concrete (PCC). Additionally, as stated above, the Project site is relatively flat and is not located within a VHFHSZ. Therefore, potential impacts associated with post-fire slope instability, or drainage change would be less than significant.[10]

MITIGATION MEASURES

No mitigation is required.

4.19.6 CUMULATIVE IMPACTS

The incremental effects of the Project site would be negligible. All proposed construction would be required to meet minimum standards for fire safety. Development occurring within the City of Rancho Cucamonga would be subject to review by the City and RCFD to ensure cumulative development is designed to provide a minimum of fire safety and support fire suppression activities, including compliance with state and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Implementation of these plans and policies, in conjunction with compliance with the Fire Code and City and RCFD, would ensure cumulative impacts with respect to wildfire hazards are less than significant.

The Project is not located within the VHFHSZ and would not contribute to wildfire risk or an increase in other impacts associated with wildfire hazards including pollution, flooding and evacuation response times. The Project is located in an urbanized area of the City in a predominantly built out commercial/industrial and residential zone. Future projects would be required to meet minimum standards for fire safety and comply with the Fire Code and City regulations.

The Project is located in the response area of Medic Engine 172, Rancho Cucamonga's busiest engine. Drawdown for the area in which the Project is located is primarily covered by Medic Engine 174, the Fire District's second busiest engine. Any additional calls for service created by new development puts strains on the Fire District's response system. Of particular concern is the area in the geographic center of the City that is beyond the four-minute travel time capacity of the surrounding fire stations, which includes Stations 172 and 174. The ability to provide service to the area in the center of the City could be impacted by the additional calls for service that the Project would generate. However, the proposed location of

[10] Rocks Biological Consulting (2019), *Biological Technical Report.* Page 1. Accessed on October 7th 2019.

Station 178 would reduce the call volume for the surrounding fire stations to help reduce drawdown, and at a minimum, stabilize current response and travel times.

Additionally, all other past, present, and reasonably foreseeable projects would be required to conform to the same guidelines and also include site-specific measure that would ensure emergency access and evacuation are unimpeded. Therefore, the Project would not result in incremental effects to wildfire that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects.

Furthermore, according to the Public Services section within this EIR, and the City's development code, the Project would result in a less than significant impact from wildfire hazards following adherence to and/or compliance with existing Federal, State, Regional, and local regulatory framework.

4.19.7 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable wildfire hazard impacts have been identified for either the construction or operation phases of the Project.

4.19.8 REFERENCES

CAL FIRE. (2019). *Cal Fire FRAP FHSZ Viewer*. Retrieved from CAL FIRE FRAP Website: https://egis.fire.ca.gov/FHSZ/

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State of California. (2018). *Senate Bill No. 969, Chapter 621*. Retrieved from California Legislative Information Website: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB969. Accessed August 11, 2019.

5.0 ALTERNATIVES TO THE PROPOSED PROJECT

5.1 INTRODUCTION

California Environmental Quality Act (CEQA) Guidelines Section 15126.6(a) requires that an EIR must "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 significant effects of the project and evaluate the comparative merits of the alternatives." The City as the CEQA lead agency, is responsible for selecting a feasible range of alternatives to the Project as dictated by State CEQA Guidelines Sections 15126.6(b) and 15126.6(c). The alternatives presented in this section will provide modifications to the 9th and Vineyard Development Project (Project) that would minimize or avoid potential significant effects associated with its development.

Alternatives to the Project are to be evaluated based on their feasibility within the rule of reason as set by State CEQA Guidelines Section 15126.6(f). The guidelines states that "Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project." The selection of alternatives would also take into consideration based on "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)." It should be noted that the presented considerations, while helpful, do not establish a fixed scope during the City's selection of feasible alternatives. Key provisions of the State CEQA Guidelines on alternatives (CEQA Guidelines Section 15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the Alternative's analysis in the Draft EIR (DEIR).

- "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 these alternatives would impede to some degree the attainment of the project objectives or would be more costly" (Section 15126.6(b)).
- "The specific alternative of 'no project' shall also be evaluated along with its impact" (Section 15126.6(e)). "The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior Alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (Section 15126.6(e)(2)).
- "The range of alternatives required in an EIR is governed by a 'rule of reason' that require the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project" (Section 15126.6(f)).
- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can

reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (Section 15126.6(f)(1)).

- For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR" (Section 15126.6(f)(2)(A)).
- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (Section 15126.6(f)(3)).

5.2 RANGE OF ALTERNATIVES

The lead agency is responsible for selecting this range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. This section describes six alternatives to the Project. These alternatives include the No Project Alternative, Single Building Alternative, Reduced Footprint Alternative, Bottling Plant Alternative, the Alternative Site Alternative, and Mixed Housing/Industrial Alternative. The six alternatives are discussed in more detail below.

Alternatives were developed based on the following: information provided by the Project Applicant, information received during the Public Scoping meeting, and input received from comments on the NOP. Among the factors that may be taken into account when addressing the feasibility of alternatives, as described in Section 15126.6(f)(1) of the CEQA Guidelines, are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the Project proponent could reasonably acquire, control, or otherwise have access to an alternative site.

As discussed above, one of the main purposes of the range of alternatives is to discuss different projects that are capable of avoiding or substantially lessening significant effects, especially effects that are found to be significant and unavoidable. In the case of the Project, as discussed throughout *Section 4.0*, *Environmental Setting*, there would be no significant and unavoidable Project impacts.

The CEQA Guidelines do not require an EIR to consider every plausible alternative to a project, but rather must examine in detail only the ones which the lead agency determines could feasibly attain most of the basic project objectives. An EIR also does not need to consider alternatives whose effects cannot be reasonably ascertained and whose implementation is remote and speculative. Feasibility factors include site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether project proponents can reasonably acquire, control, or otherwise have access to an alternative site. If the lead agency determines no alternative projects or locations are feasible, it must disclose the reasons for this conclusion in the EIR (CEQA Guidelines Section 15126.6). The alternatives that were selected for additional consideration were chosen in accordance with the above-listed CEQA Guidelines, represent a reasonable range of alternatives, and will encourage discussion in a manner to foster meaningful public participation and informed decision making.

5.3 PROJECT SUMMARY

The Project includes the development of three warehouse buildings on 46.95 net acres that has a General Plan designation of Neo-Industrial Employment District and has a zoning designation of Neo-Industrial (NI) and Industrial Park (IP). Each of the three warehouse buildings would also include approximately

4,000 square feet (sf) to 5,000 sf of office area for future occupants' use. The three warehouse buildings include a total of 13,000 sf of office uses and 1,019,090 sf of warehouse uses for a total of 1,032,090 sf.

The Project would include 378 new parking stalls and 185 trailer stalls interspersed throughout the Project site. Additionally, the Project includes 20 long-term and 20 short-term bike spaces. Landscaping would be installed in all areas not devoted to buildings, parking, traffic, and specific user requirements, in accordance with the City's Municipal Code Section 17.36.040, which specifies landscape design guidelines for industrial districts.

Building designs for all buildings would have an approximate building height of between 39'-0" and 49'-6", with a typical height of 49'-6". The maximum height for the buildings would not exceed 55'. Building exteriors would be articulated with varying depths of recesses with windows along all elevations. The paint scheme includes a variable grey and white paint scheme to minimize the bulk and scale of the building with decorative score lines along all elevations. More details regarding the Project and a diagram of the Project site are included in *Section 3.0, Project Description* of this EIR.

The Project site is currently developed with a series of vacant industrial, office, and residential buildings. One residential building located on the western border of the Project site (APN 0207-271-40), is currently unoccupied and has been determined to have historical significance by the City. The building would remain in place and be restored/rehabilitated to be reused as a facility for the Project or would be donated to the City for a future community center. The site around the historic structure would be developed with supporting infrastructure including a small parking area to accommodate visitors to the community facility as well as landscaping and hardscape improvements.

The Project includes a Zoning Map Amendment to modify parcels 0207-271-25, 39, and 40 from Neo-Industrial (NI) to Industrial Park (IP). See *Section 3.0, Project Description* for additional information.

5.4 PROJECT OBJECTIVES

State CEQA Guidelines Section 15124(b) indicates that an EIR should include "a statement of objectives sought by the project." The Project was prepared to achieve the following objectives, which are also described in *Section 3.8* of this EIR:

Objective 1 Develop the site consistent with the applicable goals and policies of the City of Rancho Cucamonga General Plan.

Objective 2 Implement City's desire to create revenue-generating uses that stimulate employment and respond to current market opportunities.

Objective 3 Provide new uses that are in support of the goals and policies of the City's General Plan and Zoning update adopted in 2021.

Objective 4 Provide infrastructure improvements (e.g., sidewalks, streetscapes) and vegetative improvements in southwest Rancho Cucamonga that adequately prevent or substantially reduce pollutant dispersal among sensitive receptors.

Objective 5 Reduce existing blight and the opportunity for criminal activity and provide for adequate infill development on vacant and underutilized sites with uses and design features that contribute community, economic, and sustainable benefits.

Objective 6 Maintain consideration of the existing, historic, and envisioned future character and scale of the surrounding community with proper building siting, design, and uses.

Objective 7 Revitalize a section of the City with new uses that continue to expand the City's production capacity.

Objective 8 Facilitate goods movement for the benefit of local and regional economic growth.

Objective 9 Provide new development that will generate a positive fiscal balance increasing the City tax base and a potential for added point of sale tax base for the City moving forward.

Objective 10 Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.

Objective 11 Maintain the historical resources of the City by renovating a historically significant building on-site for use by the City as a community center.

Objective 12 Develop industrial uses that are conducive to the nearby residential uses by rezoning the bordering industrial parcels to a lighter industrial zone.

5.5 CRITERIA FOR SELECTING ALTERNATIVES

Per Section 15126.6 (b) of the CEQA Guidelines, the discussion of alternatives shall focus on alternatives to a project, or its location that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or would be more costly. This alternatives analysis therefore focuses on project alternatives that could avoid or substantially lessen environmental impacts of the Project related to the environmental categories listed in Appendix G of the CEQA Guidelines.

Several criteria were used to select alternatives to the Project, primarily the ability to achieve at least some of the Project's basic objectives, and ability to modify land use impacts related to land use intensity. Comments received during the NOP process included issues related to the potential noise impacts from construction, light and glare, compatibility with the residential uses to the west and north of the Project, biological resources, potential traffic impacts, and impacts to sensitive receptors. While all of these considerations are addressed throughout this DEIR and in the respective sections, they also were considered to develop the reasonable range of alternatives and to address the concerns. The alternatives listed below, specifically those that are evaluated, represent a reasonable range, and at least partially fulfill the Project objectives the City is seeking and/or alleviate some of the potential impacts that would occur upon implementation of the Project as proposed.

Four alternatives to the Project have been identified. These alternatives include:

1. "No Project" Alternative
2. "Single Building" Alternative
3. "Reduced Footprint" Alternative
4. "Bottling Plant" Alternative

Based on criteria described in *Section 4.0*, four alternatives, including the No Project Alternative, were carried forward. These alternatives are described in *Section 5.8, Comparison of Project Alternatives*. The following subsection (*Section 5.6, Alternatives Considered but Rejected*), describes the Alternative Sites Alternative and the Mixed Housing/Industrial Alternative that were considered, but rejected, and provides reasoning for not carrying these Alternatives forward for evaluation in this EIR.

As described in *Sections 4.1* through *4.19* of this EIR, the potentially significant impacts of the Project can be mitigated to less than significant levels through both project design features and mitigation measures. *Table 5-1* provides a comparison of each alternative's consistency with the Project objectives. As stated above, "Alternative Site" Alternative and Mixed Housing/Industrial Alternative were not considered applicable or feasible, and as such, were not analyzed against the Project Objectives below.

Table 5-1: Project Objectives Consistency Analysis

Project Objective	Alternative 1: No Project	Alternative 2: Single Building	Alternative 3: Reduced Footprint	Alternative 4: Bottling Plant
	Consistent?	Consistent?	Consistent?	Consistent?
1. Develop the site consistent with the applicable goals and policies of the City of Rancho Cucamonga General Plan.	No	Yes	Yes	Yes
2. Implement City's desire to create revenue-generating uses that stimulate employment and respond to current market opportunities.	No	Yes	Yes	Yes
3. Provide new uses that are in support of the goals and policies of the City's General Plan and Zoning update adopted in 2021.	No	Yes	Yes	Yes
4. Provide infrastructure improvements (e.g., sidewalks, streetscapes) and vegetative improvements in Rancho Cucamonga that adequately prevent or substantially reduce pollutant dispersal among sensitive receptors.	No	Yes	Yes	Yes
5. Reduce existing blight and the opportunity for criminal activity and provide for adequate infill development on vacant and underutilized sites with uses and design features that contribute community, economic, and sustainable benefits.	No	Yes	Yes	Yes
6. Maintain consideration of the existing, historic, and envisioned future character and scale of the surrounding community with proper building siting, design, and uses.	No	Yes	Yes	Yes
7. Revitalize a section of the City with new industrial use that continues to expand the City's production capacity.	No	Yes	Yes	Yes
8. Facilitate goods movement for the benefit of local and regional economic growth.	No	Yes	Yes	Yes

Project Objective	Alternative 1: No Project	Alternative 2: Single Building	Alternative 3: Reduced Footprint	Alternative 4: Bottling Plant
	Consistent?	Consistent?	Consistent?	Consistent?
9. Provide new development that will generate a positive fiscal balance increasing the City tax base and a potential for added point of sale tax base for the City moving forward.	No	Yes	Yes	Yes
10. Provide additional temporary and permanent employment opportunities while improving the local balance of housing and jobs.	No	Yes	Yes	Yes
11. Maintain the historical resources of the City by renovating a historically significant building on-site for use by the City as a community center	No	Yes	Yes	Yes
12. Develop industrial uses that are conducive to the nearby residential uses by rezoning the bordering industrial parcels to a lighter industrial zone.	No	Yes	Yes	Yes

For the alternatives, it is assumed that relevant regulatory requirements, applicable project design features, and project-specific mitigation measures identified for the Project would also be implemented with each alternative, and thus serve to reduce or avoid potential significant impacts similar to the Project.

5.6 ALTERNATIVES CONSIDERED BUT REJECTED

CEQA guidelines Section 15126.6(c) states that an EIR should identify any alternatives that were considered by the lead agency but rejected because the alternative would be infeasible, fail to meet most of the basic project objectives, or unable to avoid significant environmental impacts.

The analysis of alternatives to the Project must also address "whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location" (CEQA Guidelines, Section 15126.6(f)(2)(A)). Only those locations that would avoid or substantially lessen any of the significant effects of the Project need be considered. If no feasible alternative locations exist, the agency must disclose the reasons for this conclusion (Section 15126.6(f)(2)(B)). In this case, while it is feasible that an alternative site or mixed development alternative could be selected for the Project, both alternatives would entail either the same or new significant environmental effects as the Project or Project site. For example, development of the Project on any suitable alternative site in or around the City could not avoid or substantially lessen the Project's impacts. This generally applies to impacts such as air quality or greenhouse gas (GHG) emissions impacts that occur over a wider area than generally site-specific impacts such as those to aesthetic or biological resources. Additionally, impacts such of these could be greater if the alternative site is located further away from a major transportation corridor or in areas with existing unacceptable traffic levels. Moreover, an alternative site that is adjacent to undeveloped lands could result in increased impacts on aesthetics and utilities due to increased service capacity and incongruous development, than a site, such as the Project site that is surrounded by existing development. Furthermore, the mixed development alternative would create impacts associated with additional traffic impact, conflicts with residential uses and industrial uses on the same site, and increased impacts.

"ALTERNATIVE SITE" ALTERNATIVE

CEQA Guidelines Section 15126.6 (f)(2)(A) notes the following concerning alternative locations:

The key question and first step in (alternative location) analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.

State CEQA Guidelines Section 15126.6(f) requires consideration of an "Alternative Site" Alternative that the Project Applicant would be reasonably able to acquire, control, or gain access to develop. Under this Alternative, an alternative location would be chosen and should substantially reduce or avoid potential environmental impacts. The "Alternative Site" Alternative is not considered applicable or feasible, as the Project Applicant does not control other undeveloped property of similar size within the City or in the immediate area. In addition, due to the lack of significant environmental impacts identified during Project analysis an alternative site would not be likely to substantially reduce any potential impact created by Project implementation. Furthermore, viable alternative locations for the Project are limited to those that would feasibly attain most of the Project objectives. There are no other lots appropriately located and sufficiently sized and owned by the applicant in the City of Rancho Cucamonga and along a major transportation corridor that would satisfy the Project objectives and eliminate or reduce impacts from the Project. The Project would offer an industrial use adjacent Vineyard Avenue with direct connections to a transportation corridor including Interstate-10 (I-10) to the south and I-210 to the north. Furthermore, the site is located in direct proximity to other similar uses and would be an extension of this area. Moreover, the Project site is immediately adjacent to the Burlington Northern Santa Fe rail line for potential rail service. For the above reasons, the "Alternative Site" Alternative was rejected from further consideration and not discussed further.

"MIXED HOUSING/INDUSTRIAL" ALTERNATIVE

This Alternative was considered to satisfy the need for a buffer condition along the western edge of the Project site. This Alternative, as its name implies, would include both residential and industrial uses onsite. The Project site is 46.95 net acres. The Mixed Housing and Industrial Alternative would use approximately 20 percent (approximately 10 acres) of the site for high-density (HD) residential (24-30 du/ac) uses, five acres for Industrial Park (IP), and the balance (±32 acres) for Neo-Industrial (NI) uses. This would result in 240 to 300 HD residential dwelling units. The HD residential development would occur on the western 10 acres of the Project site, adjacent to the existing neighborhood development to the west. The new residential development would serve as a buffer between the existing residential neighborhood and the Project.

The remaining site would be developed with the industrial development with two industrial zones and a shared Neo-Industrial Employment District General Plan land use designation. Generally, the center of the site would have an Neo-Industrial Employment District General Plan land use designation and IP zoning designation for the approximately five-acre portion of the site for Building 2 (currently identified on *Exhibit 3.3, Master Site Plan).* This IP zoning would create a buffer between the new residential uses and the heavier NI zoning for the proposed Building 1 to the east within the Project site. The remaining approximately 32 acres to the east would also be designated Neo-Industrial Employment District for Building 1 (see *Exhibit 3.3, Master Site Plan).* To account for spacing between uses, it is anticipated the

warehouse buildings would be reduced by approximately 10 percent, resulting in structures totaling approximately 690,400 sf in area.

This Alternative is not considered applicable or feasible, as the Project Applicant does not develop residential development nor does this Project Alternative meet the Project objectives. This Alternative would generate a higher number of traffic trips, which would generate more significant NO_x emissions from mobile sources and air quality impacts. Therefore, this Alternative's impacts would remain significant, and it was rejected from further consideration and not discussed further.

5.7 ALTERNATIVES TO THE PROJECT SELECTED FOR ANALYSIS

The four Alternatives listed below present a reasonable range of alternatives to the Project. The analysis in this section focuses on significant and unavoidable impacts attributable to each Alternative and the ability of each Alternative to meet basic project objectives.

Alternative 1: "No Project" Alternative – The "No Project" Alternative allows decision-makers the ability to compare the impacts of approving the Project with impacts of not approving the Project by leaving the Project site in its existing condition.

Alternative 2: "Single Building" Alternative – The "Single Building" Alternative amends the Project Description by proposing one warehousing building instead of three. This Alternative could minimize impacts due to a single footprint.

Alternative 3: "Reduced Footprint" Alternative – The "Reduced Footprint" Alternative focuses on redesigning the Project to reduce the building area of each of the three buildings by 20 percent.

Alternative 4: "Bottling Plant" Alternative – The "Bottling Plant" Alternative focuses on redesigning the Project to include three (3) industrial buildings totaling approximately 810,000 square feet to be utilized for the bottling and distribution of beverages.

5.8 COMPARISON OF PROJECT ALTERNATIVES

Pursuant to CEQA guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed. The analyses below describes each alternative, analyzes the impacts of the alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the alternative, assesses the alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the alternative and the Project.

The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.

ALTERNATIVE 1: "NO PROJECT" ALTERNATIVE

Consistent with CEQA Guidelines Section 15126.6, the No Project Alternative assumes that the existing land uses and condition of the Project sites at the time the NOP was published (November 18, 2019) would continue to exist without the Project. The setting of the Project site at the time the NOP was published is described as part of the existing conditions throughout Section 4 of this DEIR with respect to individual environmental issues and forms the baseline of the impact assessment of the Project. The No Project Alternative assumes that the Project would not be developed, which means there would be no warehousing facilities, landscape improvements, historical building renovations, or surface lot improvements developed

on the Project site or sidewalks or streetscape improvements offsite. In its existing condition, the site would remain developed and disturbed with existing commercial/industrial structures and buildings and remnants of previous legal nonconforming residential structures. However, development allowed by right under the existing Neo-Industrial Employment District designation could occur.

Alternative 1 Impact Comparison to the Project

An evaluation of the potential environmental impacts of the "No Project" Alternative compared to the Project is provided below.

Aesthetics

Under the "No Project" Alternative, the site would continue to operate with the existing industrial development that is located on-site and allowed by right under the existing zoning. Industrial uses and expansion of the current development on-site could occur consistent with the zoning, similar to the Project, that would result in changes to the onsite topography, vegetation, and offsite view corridors. With the "No Project" Alternative, no visual changes to the site as seen from off-site viewers including residents to the west and north or drivers around the site, would occur due to the new development compared to the existing development on the property that currently exists. It is anticipated that with the Project there would be an increase in nighttime lighting from security lights and parking lot lighting which is expected to be more than the existing industrial buildings on site because of the increased need associated with the new warehouses. Therefore, under this Alternative, impacts regarding aesthetics, light, and glare would be environmentally superior when compared to the Project.

Agriculture and Forestry Resources

The Project could result in less than significant potential impacts to Agriculture and Forestry Resources. Under the "No Project" Alternative, the site would continue to operate with the existing industrial development that is located on site and allowed by right under the existing zoning. The entire Project site is categorized as Urban and Built-Up Land according to the California Important Farmland Finder. This land type would not be conducive as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. The City does not contain areas with land use designations for either Forest Land or Timberland. The Project site is within industrially zoned land within the City and there are no agricultural, forest land, or timberland zoning designated resources in the City of Rancho Cucamonga. The "No Project" Alternative would be environmental equivalent to the Project regarding Agriculture and Forestry Resources.

Air Quality

Short-term air quality impacts from grading and construction activities associated with the Project would not occur with the "No Project" Alternative, as no land uses would be disturbed, and the Project's warehouses and associated parking and landscaping would not be constructed. The Project's construction-related emissions, which would be less than significant with standard conditions and requirements incorporated, would be avoided.

Operational emissions from the Project would be associated with area sources, energy sources, mobile sources (i.e., motor vehicle use), off-road emissions, and transport refrigeration units (TRUs). Operational emissions associated with this Project would be less than significant. Operational impacts associated with the existing use (continued use of the buildings on site) while minimal, would remain due to mobile sources (i.e., motor vehicle use), refrigeration units, and dust generated from motor vehicles accessing/using the Project site. Operational emissions of the existing use would be less than that of the Project.

Therefore, the "No Project" Alternative regarding air quality impacts would be the environmentally superior alternative.

Biological Resources

The Project would result in a less than significant environmental impacts towards special-status species, riparian habitats, wetlands, and important trees with mitigation measures implemented. Under this Alternative, none of the Project's impacts would occur, and no habitat modification or tree removal would occur. The "No Project" Alternative would be the environmental superior alternative to the Project regarding biological resources, as no habitat, or plant or wildlife species would be impacted.

Cultural Resources

The Project would result in less than significant impact to archeological resources and human remains with mitigation incorporated. Under this Alternative, these potential Project impacts would be avoided, as no ground disturbing activities would occur. This Alternative would also avoid the Project's potential for disturbing human remains, which is concluded to be less than significant through compliance with the established regulatory framework as outlined in MM CUL-3. However, the "No Project" Alternative would fail to rehabilitate the historic house on Baker Avenue, and therefore would not meet the Project's objectives.

The "No Project" Alternative would be environmentally equivalent to the Project regarding cultural resource impacts, as there would be a decrease in impacts to potential archeological resources but an increase in impacts to the cultural resources as the continued degradation of the historic house would occur.

Energy

The energy consumption associated with Project construction which includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips would not occur with this Alternative, since the Project would not be constructed. Project construction impacts, which would be less than significant, would not occur.

Under this Alternative, energy use associated with operations of the existing industrial uses on-site would continue, as the existing buildings would not be demolished and could be occupied with new businesses. However, when compared to the Project, this Alternative would consume less energy for operational use.

The "No Project" Alternative would be environmentally superior to the Project regarding energy impacts, as no increase, however slight, in long-term energy consumption associated with the Project would occur.

Geology and Soils

The Project would result a less than significant impact regarding the loss of topsoil, impacts from strong seismic activity, development on an unstable soil, and impacts on paleontological resources with mitigation measures implemented.

The Project site is located in a region prone to strong seismicity, and is susceptible to seismic, geologic, and soils hazards. Implementation of the Project would naturally introduce potential hazards from significant geologic conditions that could result in the damage or loss of property and people. Project construction could also impact unknown paleontological resources and would require mitigation to reduce significance levels. Under this Alternative, impacts to the loss of topsoil and paleontological resources as described

above would be fully avoided. The site is developed with older existing industrial and legal non-conforming residential structures that are susceptible to strong seismic ground shaking. As these structures were built with less restrictive building code requirements, the likelihood of geologic conditions resulting in the damage or loss of property or people is higher.

The "No Project" Alternative would be environmentally superior to the Project regarding geological, soils, and paleontological resources. The exposure of people to seismic hazards under the "No Project" Alternative exposes people and structures to said hazards currently and in conditions that could be more hazardous. Therefore, the "No Project" Alternative would not be environmentally equivalent to the Project regarding seismic hazards impacts, given that it could create a greater impact to more people and structures.

Greenhouse Gas Emissions

Under the "No Project" Alternative, GHG emissions would not increase compared to the Project. Emissions resulting from short-term construction and long-term operations would not occur under this Alternative. Although operation of the site would continue within the existing structures on-site and would include automobile trips, use of the site for the Project would generate a far greater number of daily and peak trips and would make a greater contribution to GHG emissions. Less than significant impacts with mitigation associated with GHG emissions from the Project would be eliminated under this Alternative because the warehouse buildings would not be constructed. Therefore, the "No Project" Alternative would be environmentally superior to the Project regarding GHG emissions since no increase in GHG emissions would occur.

Hazards and Hazardous Materials

Hazardous and hazardous materials impacts that include 1) increased safety risk to workers due to the transport, handling, and disposal of hazardous materials and waste 2) foreseeable or accidental release of hazardous materials 3) emissions of hazardous emissions to nearby schools 4) location on Cortese List of known hazardous material sites and 5) location near a nearby airport would all be mitigated to a less than significant level associated with the Project.

Under this Alternative, all the previous impacts would be avoided since short-term construction and long-term operations associated with the Project would not be implemented. No warehouses, landscape improvements, and other associated on-site and off-site improvements would occur which would eliminate any release of hazardous materials off-site. However, under this Alternative, operation of the site for the existing industrial uses would continue and there is a continued potential for the release of hazardous materials associated with these uses. Note, however, that a Phase I and II Investigation was performed on the Project site to conduct soil sampling for volatile organic compounds (VOCs), organochlorine pesticides (OCPs), polycyclic aromatic hydrocarbons (PAHs), total petroleum hydrocarbons gasoline range (TPHg), diesel range (TPHd) and motor oil range (TPHmo) and Title 22 metals and soil vapor samples for VOCs. The investigation found that concentrations of these substances were not at a level which would pose a risk at the Project site. Therefore, the "No Project" Alternative would be environmentally superior to the Project regarding hazards and hazardous materials, since no ground disturbing activities would occur, and no buildings or structures would be constructed or operated.

Hydrology and Water Quality

Under the "No Project" Alternative impacts would be reduced to short-term impacts, since no grading, excavation, or construction activities associated with the Project would occur. Long term impacts to water

quality would not be eliminated as the site is currently improved with existing industrial and legal non-conforming structures. The site would not be improved under this Alternative and the Project conditions of approval and mitigation measures would not be implemented that would include preparing a Water Quality Management Plan (WQMP), a site-specific postconstruction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via best management practices (BMPs). The requirement for the National Pollutant Discharge Elimination System (NDPES) program would also not be required for the new industrial warehouses for the preparation of the Stormwater Pollution Prevention Plan (SWPPP) for operational activities and to implement a long-term water quality sampling and monitoring programs. Additionally, the Project would no longer be conditioned to install an approximately 66 to 78-inch wide public storm drain line along the southern boundary of the Project area with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek.

This Alternative would not alter or substantially change current hydrologic conditions compared to the development of the Project components and the existing site conditions would not be improved. In addition, the "No Project" Alternative would eliminate the need to seek discretionary permits as listed above in Section 5.3.

Therefore, this Alternative would be environmentally superior to the Project regarding hydrology and water quality, since no increase in stormwater capacity would occur, impervious surfaces would not increase, no improvements would occur, and land uses would not be added.

Land Use and Planning

Under this Alternative, the Project site would remain in its current condition, and as such, no warehousing and associated Project components would be developed. In addition, there would be no need to pursue a Zoning Map Amendment (ZMA). However, without the ZMA, future projects would introduce higher intensity industrial uses due to current land use and zoning designations.

Therefore, this Alternative would be environmentally superior to the Project regarding land use and planning.

Mineral Resources

Under the "No Project" Alternative, short-term impacts would be eliminated to Mineral Resources since there would be no grading, excavation, or construction activities associated with the Project. The Project site is located in the Classification Map for the Claremont-Upland P-C Region which shows that the Project would be within an area designated as Mineral Resource Zone (MRZ)-2. Despite the Project's location within this zone, the site's previously disturbed and developed nature would make any impact to significant mineral resources unlikely. The Project site is currently disturbed with existing commercial/industrial uses and the site is located within an urbanized commercial, industrial, and residential area. No aggregate recovery is practiced in the area. These uses would continue with this Alternative. Therefore, this alternative would be environmentally equivalent to the Project regarding Mineral Resources.

Noise

The Project's construction-related noise impacts would be less than significant. The Project's construction-related vibration impacts are also anticipated to be less than significant. The Project's construction-related noise and vibration impacts would not occur with the No Project Alternative as no warehouses would be

constructed. Therefore, the construction-related noise and vibration impacts that would occur with the Project would be avoided with this Alternative.

Implementation of the Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project including the following: mechanical equipment (i.e., trash compactors, air conditioners, etc.); slow-moving trucks on the Project site, approaching and leaving the loading areas; activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise. The nearest sensitive receptors are located approximately 56 feet to the north. Operational noise generated by the Project would not exceed City standards, and therefore have a less than significant impact on sensitive receptors. Once operational, the Project would be a source of ground-borne vibration; however, the impact would be less than significant. Noise and vibration impacts associated with the existing use as industrial uses would continue, although at a duration less than that of the Project as the size and scale is much smaller. Under the "No Project" Alternative, significant noise levels would be eliminated since no short-term construction activity would occur. Therefore, the "No Project" Alternative would be environmentally superior to the Project regarding noise and vibration during short-term construction activity.

Population and Housing

Under this Alternative, the Project would retain the site in its current condition, and as such, no warehousing and associated Project components would be developed. The Project site has a General Plan designation of Neo-Industrial Employment District and zoning designation of Neo-Industrial (NI) and Industrial Park (IP) and therefore would not have a direct impact on population. The site is currently developed with industrial uses and would continue to be used for commercial and industrial uses consistent with the City's Municipal Code (RCMC). In addition, if the warehouses are not constructed on this site, it is likely they would be constructed on another site to fulfill the demand for such a use. This would result in a similar demand for new workers potentially needing housing within the City. Therefore, this Alternative would be environmentally equivalent to the Project regarding population and housing.

Public Services and Recreation

Under the "No Project" Alternative the development of the Project site would not occur. The site is currently developed with industrial and nonconforming residential buildings and would continue to be used for commercial and industrial uses consistent with the RCMC. Although some demand for public services from the existing development would occur, this demand would be less under this Alternative than the Project. There would be a continued demand for public services including fire protection and emergency medical services, law enforcement, and other general governmental services under this Alternative, but would be less than the Project. Under the Project and development by right under the existing zoning and GP designations, projects would pay applicable fees to provide an adequate amount of services. Therefore, this Alternative would be environmentally equivalent to the Project regarding public services and recreation.

Transportation

During Project construction, the Project would generate construction-related traffic. Under this Alternative, since no construction would occur, no temporary construction-related increase in traffic would occur. This Alternative would avoid the Project's construction impacts, which would be less than significant.

Any traffic impacts including GP consistency, vehicular miles travels (VMT), level of service (LOS) (although not required to be analyzed under CEQA) would be eliminated since no temporary construction-related

increase in traffic would occur. However, the Project would introduce off-site improvements that would improve the overall geometric design and emergency access in the area which would be eliminated with the "No Project" Alternative towards horizon year (2040). Although not required by CEQA, off-site Project improvements would improve already deficient LOS intersections as opposed to the "No Project" Alternative.

Therefore, the "No Project" Alternative is approximately environmentally equivalent to the Project.

Tribal Cultural Resources

The Project could result in less than significant potential impacts to undiscovered tribal cultural resources, with mitigation incorporated. Under this Alternative, these potential Project impacts would be avoided, as no ground disturbing activities would occur.

The "No Project" Alternative would be environmentally superior to the Project regarding tribal cultural resources. There would be no potential for impacting tribal cultural resources since no ground disturbing activities would occur.

Utilities and Service Systems

The "No Project" Alternative would avoid the Project's temporary increased demand upon utilities and service systems during construction. Given the Project's scope and nature (i.e., warehouse construction and landscape maintenance), Project operations would evidently create a demand for water, and increase wastewater or solid or waste generation. This Alternative would eliminate the demand for water and wastewater, solid waste services, and gas and electricity services. The "No Project" Alternative would retain the Project site in its current condition. The site is currently served with utilities to the existing buildings and uses. Those utilities would continue to serve the buildings on site.

The "No Project" Alternative would be environmentally superior to the Project regarding impacts to utilities and service systems since no additional utilities or new facilities would be needed. Temporary increases in utility demand and construction of utilities would not occur during construction, and neither would increase in services and utilities demand resulting from operation of the warehouses.

Wildfire

Under this Alternative, the Project would retain the site in its current condition, and as such, no warehousing and associated Project components would be developed. Immediately adjacent to these areas are existing developments including roadways, residential, and industrial areas. According the CAL FIRE's Very High Fire Hazard Severity Zones in LRA Exhibit, the Project is in a Non-VHFHSZ/LRA Zone. The Project site is approximately four miles south of the VHFHSZ within the City of Rancho Cucamonga. Therefore, the City of Rancho Cucamonga's Fire Protection District (FPD) would serve as first responders in case of any structural fire and medical emergency response service, as well as other emergency management and response programs. The warehouse structures would be predominantly concrete which is not typically susceptible to fire. Specifically, the warehouses would be built consistent with the California Building Code requiring new buildings to use ignition-resistant construction methods and materials as well as has a fire suppression system.

The site is currently developed with existing industrial and legal nonconforming residential structures that would be retained on site under this Alternative. The City of Rancho Cucamonga's FPD currently serves as first responders to any structural fire and medical emergency response service, as well as other emergency management and response programs. These structures could be more susceptible to structural fires as they

are not built to current Building Codes or could not include ignition-resistant construction methods and suppression systems.

Neither this Alternative nor the Project would interfere with any emergency plan or evacuation plan. This Alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the Project nor this Alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, this Alternative would be environmentally equivalent to the Project regarding Wildfire.

ABILITY TO MEET PROJECT OBJECTIVES

The "No Project" Alternative would not meet any of the Project objectives, as identified above as the site would remain undeveloped.

Alternative 1 Summary

As discussed above, the "No Project" Alternative would avoid all potential significant impacts that could occur from Project construction and operation. "No Project," by definition, assumes that no development would occur and therefore no grading, construction or operational traffic and related impacts such as air quality, GHG emissions, and noise would occur. The lack of significant impacts associated with the "No Project" Alternative would be mostly consistent with the conclusions made for the Project.

This Alternative, however, would fail to provide expanded economic activity to the City and would also not provide additional employment opportunities for unemployed residents. Further, this Alternative would not provide restoration of the historically significant building adjacent to Baker Avenue, nor would it include the improvement to the City's infrastructure including improvements to the City Master Storm Drain system with the installation of the 66 to 78-inch wide public storm drain line that will connect the storm drain system to the concrete-lined Cucamonga Creek and the improvements to the roadway system at 8th Street and Baker Avenue and contributions to improvements on Vineyard Avenue and 9th Street, along with improved sidewalks and streetscapes. This would conflict with the City's goals of expanding its industrial base and providing greater economic opportunity to the City's residents. It would also diminish the potential to enhance and bolster the City's historical significance and Landmark program. This would limit the City's goal of improving infrastructure throughout the City and completing the City's Master Storm drain facilities. This Alternative would also allow for more intense industrial uses and would not improve off-site conditions as described in Section 4.16, *Transportation and Traffic.*

All impact areas which were anticipated to cause a less than significant impact, less than significant with mitigation measures, or a significant and unavoidable impact (none) due to implementation of the Project would be eliminated under the "No Project" Alternative.

ALTERNATIVE 2: "SINGLE BUILDING" ALTERNATIVE

The "Single Building" Alternative would involve the development of a single building with a reduced building footprint maximizing the amount of open space around the building, parking, and setback. Alternative 2 would meet the maximum design specifications for Floor Area Ratio and Building Height allowed under each zoning designation. The Project as it has been designed does not exceed the maximum allowances for each zoning designation. *Table 5-2, Development Standard Consistency,* compares the specifications of the Project's heights and floor area ratios with City design standards set for each zoning designation. Note that both the Neo-Industrial (NI) and Industrial Park (IP) zoning designations have the

same maximum allowances, therefore the maximum buildout for Alternative 2 will meet both zoning designation's specifications and will not need to be discussed separately.

Table 5-2: Development Standard Consistency

Development Standard	Neo-Industrial	Industrial Park	Proposed Project
Maximum Height	70 feet	70 feet	Building 1: 44'-0" - 49'-6" (est.)
			Building 2: 40'-0" – 44'-6" (est.)
			Building 3: 39'-0" – 47'-6" (est.)
Floor Area Ratio	40-60%	40-60%	Building 1: 51.49%
			Building 2: 51.69%
			Building 3: 49.56%
Source: Rancho Cucamonga MC §17.36.040			

Alternative 2 would involve the development of one warehousing building within the Project site instead of three. The building could be built to the 70-foot maximum height allowed by the City and the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP). The maximum Floor Area Ratio (FAR) for the land use designations is 60 percent. A 60 percent FAR for a lot size of 2,023,353 square feet (sf) would allow Alternative 2's warehousing building to be up to approximately 1,214,012 sf. For purposes of this Alternative analysis the square footage for the single building was kept consistent with the Project (1,032,090 square feet) for the purpose of Air Quality, GHG emissions, Noise, etc. comparisons. For this alternative, the Zoning Map Amendment would still be pursued to convert the Neo-Industrial parcels on the western end of the Project site to Industrial Park zones.

Alternative 2 Impact Comparison to the Project

An evaluation of the potential environmental impacts of the "Single Building" Alternative, as compared to those of the Project, is provided below.

Aesthetics

Under the "Single Building" Alternative, the site would be developed with a single building on the Project site. With this Alternative, visual changes to the site as seen from off-site viewers including residents to the west and north or drivers around the site, would be more substantial as the larger profile of the new development compared to the Project would be more visible with the larger building and potentially taller profile. Light and glare impacts are also anticipated to create more impacts as there would be more glazing for windows, wall lighting, and taller wall elevations for glare. It is anticipated that with this Alternative there would be an increase in nighttime lighting from security lights and parking lot lighting which is expected to be more than the Project because of the increased need associated with the new warehouse. Therefore, under this Alternative, impacts regarding aesthetics, light, and glare would be environmentally inferior compared to the Project.

Agriculture and Forestry Resources

The Project would result in less than significant potential impacts to Agriculture and Forestry Resources. Under this Alternative, the site would develop with a new industrial warehouse similar to the Project. The entire Project site is categorized as Urban and Built-Up Land according to the California Important Farmland Finder. This land type would not be conducive as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. The City does not contain areas with land use designations for either Forest Land or Timberland. The Project site is within industrially zoned land within the City and there are no agricultural,

forest land, or timberland zoning designated resources in the City of Rancho Cucamonga. This Alternative would be environmental equivalent to the Project regarding Agriculture and Forestry.

Air Quality

Under this Alternative, long-term operational air emissions would potentially be greater than the Project. A single building could allow for a greater amount of production within the single footprint with a single occupant which result in greater operational emissions. This Alternative could also increase the number of employees to the area resulting in greater vehicular emissions in a concentrated area. However, implementation of Standard Condition (SC) AQ-1 could still be used to reduce emissions under this Alternative and therefore, could result in similar air quality impacts.

The "Single Building" Alternative would be environmentally equivalent to Project air quality with the implementation of SC AQ-1 and therefore, would be the environmentally equivalent to the Project regarding air quality impacts, as no decrease in short-term and long-term emissions associated with the Alternative would occur.

Biological Resources

Under this Alternative, the Project site would introduce similar impacts to special bird species, nesting birds, riparian habitats, wetlands, and historic trees as the Project. Implementation of this alternative shall also utilize mitigation measures to bring all potential impacts to less than significant levels. Therefore, this Alternative would result in the same potential impacts to special-status species, nesting birds, and use of the site as habitat or foraging habitat. Similar to the Project, direct and indirect impacts on biological resources would be mitigated to less than significant under this Alternative.

The "Single Building" Alternative would be environmentally equivalent to the Project regarding biological resources.

Cultural Resources

Under this Alternative, impacts to archeological and historic resources (which includes the historic house on Baker Avenue) would be similar to those of the Project. Mitigation measures and rehabilitation of the historic house would continue to be required for development under this alternative. The Project's potential to disturb human remains, which would be mitigated to a less than significant level shall also be implemented under this Alternative.

Therefore, the "Single Building" Alternative would be environmentally equivalent to the Project regarding archeological and historic resources, and human remains.

Energy

The Energy consumption associated with Project construction which includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips would occur with this Alternative and would be similar to the Project. Project construction impacts were less than significant.

Under this Alternative, energy use associated with operations of the new warehouse could be potentially be greater than the Project. A single building could allow for a greater amount of production within the single footprint with a single occupant which would result in greater operational emissions. Similarly, the single warehouse could operate at the same anticipated level as the Project and accommodate as many

trucks, employees, and energy for heating and cooling to illumination. Therefore, this Alternative would not be environmentally inferior to the Project regarding energy impacts, as with a potential increase, however slight, in long-term energy consumption would occur.

Geology and Soils

The soil erosion or loss of topsoil from grading and excavation operations that would occur with the Project would also occur with this Alternative, since a larger single warehouse would be implemented on-site. This Alternative would utilize the same less than significant impact with mitigation incorporated as that associated with the Project.

As previously discussed above, the Project site is susceptible is loss of topsoil, impacts from strong seismic activity, development on an unstable soil, and impacts on paleontological resources. This Alternative would introduce a larger gathering of people to the area that could be impacted by hazardous geologic conditions. As such, this Alternative is required to implement similar mitigation measures and project design features to reduce significant levels. Similar to the Project, direct and indirect impacts from geology and soils under this Alternative would conform to all required codes and where applicable, would be mitigated to less than significant. In terms of exacerbating geologic hazards, construction and operation of this Alternative would not increase the risk of or from hazards including faults and seismicity, liquefaction, subsidence, collapse, expansive soils, landslides, soil stability, or slopes, compared to the Project. This Alternative would not exacerbate any of the listed existing geologic conditions. In regard to soil disturbance and erosion, this Alternative also would implement an approved SWPPP and BMPs would ensure these impacts remain less than significant. Ultimately, this Alternative would not change the existing geologic conditions under which the sites would be developed.

Therefore, the "Single Building" Alternative would be environmentally equivalent to the Project regarding seismicity, geology, and soils.

Greenhouse Gas Emissions

Under this Alternative, GHG emissions could be greater than the Project during long-term operations. As stated in Air Quality above, this alternative would promote higher production of GHG emissions, and greater vehicular emissions from an increase of employees as opposed to the Project. Although the "Single Building" Alternative could increase GHG impacts, all GHG emissions would be reduced to less than significant levels with Project mitigation incorporated. The Project applicant could also purchase carbon credits to offset any additional GHG impact.

Therefore, the "Single Building" Alternative would be environmentally equivalent to the Project with mitigation measures incorporated.

Hazards and Hazardous Materials

It is anticipated that this Alternative would produce similar hazards and hazardous material impacts as the Project as the building would be constructed within the IP zone and uses permitted within the zoning designation would limit the types of manufacturing and other uses which would limit the production of hazardous waste during long-term operations. All findings of the Phase I ESA prepared for the Project would be applicable. Warehouse uses are anticipated to use some volume of materials such as cleaners, pesticides and fertilizers for landscaping, and other materials for machinery and equipment under this Alternative and the Project. These impacts also would be similar and substantial differences in the potential risk of upset would not occur. Impacts compared to the Project would be equivalent.

Therefore, the "Single Building" Alternative would be environmentally equivalent to the Project.

Hydrology and Water Quality

The "Single Building" Alternative would be subject to the same hydrology and water quality regulations as the Project. This Alternative would result in similar short-term impacts to water quality, since grading, excavation, or construction activities would occur. The less than significant short-term water quality impacts with mitigation incorporated that would occur with the Project would also occur with this Alternative.

Both this Alternative and Project would substantially change the hydrologic conditions of the site through warehouse construction. Project implementation would increase the rate and amount of stormwater runoff, and change its quality, by adding impervious surfaces and land uses. The Project's potential long-term hydrology and water quality impacts, which were concluded to be less than significant with mitigation, would be the same with this Alternative. Any development under this alternative would be subject to a water quality management plan and SWPPP with BMPs to minimize impacts from erosion and run-off water. This alternative would also increase demands on groundwater resources. This Alternative would be conditioned to install an approximately 66 to 78-inch wide storm drainpipe along the southern boundary of the Project area with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek.

Therefore, the "Single Building" Alternative would be environmentally equivalent to the Project with mitigation measures incorporated regarding hydrology and water quality impacts.

Land Use and Planning

Alternative 2 could have a building area of up to approximately 1,214,012 sf (maximum FAR of 60 percent). That is approximately 181,922 sf larger than the building area of the Project. For purposes of this Alternative analysis the square footage for the single building was kept consistent with the Project (1,032,090 square feet). With a larger building area multiple impact areas would be increased such as air quality, GHG emissions, and transportation. But these impacts are equivalent to the Project when considering a single building of the same size of the Project. *Table 5-3, Design Comparison for Alternative 2 and the Project,* compares Alternative 2 heights and floor area ratios of to the Project.

Table 5-3: Design Comparison for Alternative 2 and the Project

Development Standard	Alternative 2	Proposed Project			
		Building 1	Building 2	Building 3	Total
Building Height	70 feet	44'-0" - 49'-6" (est.)	40'-0" – 44'-6" (est.)	39'-0" – 47'-6" (est.)	
Building Area	1,230,284	636,580	130,531	264,979	1,032,090

Similar to the Project, the substitution of three warehouses to one would likely still require a ZMA to remove the potential "split" zoning under the single building. The warehouse would also be subject to all applicable development standards set in the City's Municipal Code. A single building would potentially provide for greater setbacks from the residential neighborhood to the west of the Project providing a greater buffer from the use and the historic resource. The single building would also provide for additional landscaping and parking. This alternative shall not divide an established community similarly to the Project.

Therefore, the "Single Building" Alternative would be environmentally superior to the Project regarding land use and planning.

Mineral Resources

The Project would result a less than significant impacts regarding Mineral Resources as the Project site is not currently identified for future mining recovery by the City. Under this Alternative, impacts to Mineral Resources, would be similar to the Project since the site has already been evaluated for the Project. The Project is located in the Classification Map for the Claremont-Upland P-C Region which shows that the Project would be within an area designated as MRZ-2. Despite the Project's location within this zone, the site's previously disturbed and developed nature would make any impact to significant mineral resources unlikely. Further, the Rancho Cucamonga GP states that the City prioritizes urban uses over aggregate recovery in areas not already disturbed by those activities. The Project site is currently disturbed with existing commercial/industrial uses and the site is located within an urbanized commercial, industrial, and residential area. No aggregate recovery is practiced in the area. Therefore, this alternative would be environmentally equivalent to the Project regarding Mineral Resources.

Noise

The Project's construction-related noise impacts would be less than significant. The Project's construction-related vibration impacts are also anticipated to be less than significant. The Project's construction-related noise and vibration impacts would occur with the "Single Building" Alternative as construction of a single warehouse the same total square footage as the Project would be constructed.

The major noise sources associated with the Project include the following: mechanical equipment (i.e., trash compactors, air conditioners, etc.); slow-moving trucks on the Project site, approaching and leaving the loading areas; activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise shall also be the same for development under the alternative. The closest sensitive receptors are within 56 feet of the Project site. Alternative 2 could potentially have a greater setback than the Project and therefore impacts from operation noise could be less than the Project. Operational noise generated by the Project would not exceed City standards, and therefore have a less than significant impact on sensitive receptors. Once operational, the Project would be a source of ground-borne vibration; however, the impact would be less than significant. Mitigation measures would be implemented under this Alternative to reduce noise and vibration levels.

Therefore, this Alternative would be environmentally superior to the Project regarding noise in terms of short-term, and long-term noise and vibration impacts.

Population and Housing

Under this Alternative, the Project impacts would be similar to the Project. The Project site has a General Plan designation of Neo-Industrial Employment District and zoning designation of Neo-Industrial (NI) and Industrial Park (IP) and therefore would have an indirect impact on population. Because this Alternative would include a similar size warehouse as the total square footage of the three buildings of the Project, it is anticipated that the demand for employees would be similar. It is anticipated that most employees would come from within the City and surrounding areas, and this would result in a similar demand for new workers potentially needing housing within the City. Therefore, this Alternative would be environmentally roughly equivalent impacts to the Project regarding population and housing.

Public Services and Recreation

Under the "Single Building" Alternative the development of the Project site would occur similar to the Project. Demands for public services including fire protection and emergency medical services, law enforcement, and other general governmental services under this Alternative, would be similar to the Project. Under this Alternative and the Project, projects would pay applicable fees to provide an adequate amount of services. Therefore, this Alternative would be environmentally equivalent to the Project regarding public services and recreation.

Transportation

During Project construction, the Project would generate construction-related traffic. Under this Alternative, a similar amount of construction-related traffic would be generated. This Alternative's impact would be similar to the Project's construction impacts, which would be less than significant.

Trip generation for Alternative 2 used the International Transportation Engineers (ITE) Trip Generation Manual along with the San Bernardino Congestion Management Program update to provide Passenger Car Equivalents (PCE) for truck traffic. A warehousing building the size of Alternative 2 would initially generate approximately 1,681 passenger/auto trips; approximately 251 more trips than the Project. When PCE calculations are applied to the truck trips, Alternative 2 would provide an additional 1,085 PCE trips from trucks, resulting in a total of approximately 2,766 PCE trips for Alternative 2. The deduction of the existing 454 PCE trips creates a total trip generation of approximately 2,312 PCE trips for Alternative 2. This is likely to impact LOS for Baker Avenue, E. 9th Street, and Vineyard Avenue, along with a reasonable chance to adversely impact LOS at all other intersections and roadway segments studied in *Section 4.16, Transportation and Traffic*. The Alternative would require similar off-site improvements. This Alternative would not introduce any new curves or dangerous roadway segments and all intersections would be appropriately signalized and/or controlled to ensure safe vehicle movements. Lastly, this Alternative would conform to all design requirements ensuring safe access for emergency responses, fire lanes, and needed radius for turning large vehicles. This Alternative would result in greater impacts associated with transportation and traffic, however, with appropriate planning and design it is anticipated that impacts would remain less than significant.

This Alternative would be environmentally inferior to the Project regarding transportation impacts.

Tribal Cultural Resources

The Project would result in less than significant potential impacts to undiscovered tribal cultural resources, with mitigation incorporated. Under this Alternative, impacts would potentially impact the tribal cultural resources similarly to the Project.

This Alternative would be environmentally equivalent to the Project regarding tribal cultural resources and would require the same mitigation measures.

Utilities and Service Systems

Both this Alternative and the Project would be result in an increased demand for utilities. Demands for services including natural gas, electricity, water, wastewater treatments, and solid waste disposal would be similar, or greater than that of the Project. Existing utilities would be extended and upgraded as needed during construction of the Project and this Alternative to serve the anticipated demands and to accommodate operation of each. While the Project and this Alternative would increase the overall demand for services, adequate capacity to serve this Alternative and the Project is anticipated. This Alternative

would tie into existing utility lines within the existing roadways and within the existing already disturbed rights-of-way adjacent to the site. No additional impacts to listed resources including, electricity, natural gas, sewer, water, and telecommunications infrastructure, would occur. Impacts under this Alternative would be similar and would remain less than significant under both this Alternative and the Project.

Therefore, this Alternative would be environmentally equivalent to the Project regarding utilities and service systems.

Wildfire

Under the "Single Building" Alternative the development of the Project site would occur similar to the Project. Immediately adjacent to the Project site is existing developments including roadways, residential, and industrial areas. According the CAL FIRE's Very High Fire Hazard Severity Zones in LRA Exhibit, the Project is in a Non-VHFHSZ/LRA Zone. The Project site is approximately four miles south of the VHFHSZ within the City of Rancho Cucamonga. Therefore, the City of Rancho Cucamonga's FPD would serve as first responders in case of any structural fire and medical emergency response service, as well as other emergency management and response programs. The warehouse structure would be predominantly concrete which is not typically susceptible to fire. Specifically, the warehouse would be built consistent with the California Building Code requiring new buildings to use ignition-resistant construction methods and materials as well as have a fire suppression system.

Neither this Alternative nor the Project would interfere with any emergency plan or evacuation plan. This Alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the Project nor this Alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, this Alternative would be environmentally equivalent to the Project regarding Wildfire.

ABILITY TO MEET PROJECT OBJECTIVES

The "Single Building" Alternative would meet many of the Project objectives, as identified above, as compared to Project.

Alternative 2 Summary

The single building footprint and ability to construct the building with a taller building profile under Alternative 2 would allow for a greater amount of production within the Project site. The increased amount of production would likely create greater air quality and GHG emissions impacts due to larger area and energy emissions. The taller building height of Alternative 2 would also increase the aesthetic impact of the warehousing building as it obstructs a greater view of the City's scenic vistas. Note that although Alternative 2 would still be within the allowed building height limitations established in the City's Municipal Code, it could require additional entitlement approvals as well as Federal Aviation Administration (FAA) Notification under Federal Aviation Regulations Part 77 (FAR Part 77), Subpart B. The single building area would allow for greater setbacks from the residential neighborhood to the west of the site. Furthermore, the single building would allow for additional site landscaping and parking. This Alternative would be required to comply with all RCMC requirements and minimum standards.

Although this Alternative would provide greater production potential and revenue for the City, it would likely lead to greater environmental impacts in other aspects. The increased aesthetics impacts created by Alternative 2 would affect the changes to the site as seen from off-site viewers including residents to the west and north or drivers around the site, would be more substantial as the larger profile of the new

development compared to the Project would be more visible. Additionally, the single building could allow for a greater amount of energy production within the single footprint with a single occupant which would result in greater operational emissions. This increased obfuscation of scenic vistas and increased energy impacts would conflict with Project Objective 1.

ALTERNATIVE 3: "REDUCED FOOTPRINT" ALTERNATIVE

The Reduced Footprint Alternative would amend the Project description in that it would reduce the size of the three proposed buildings by 20 percent. *Table 5-4, Building Summaries*, compares the square footage of the Project to that of Alternative 3.

Table 5-4: Building Summaries

Alternative	Building	Warehouse (sf)	Office (sf)	Total (sf)
Project	Building 1	632,580	4,000	636,580
	Building 2	126,531	4,000	130,531
	Building 3	259,979	5,000	264,979
			Total	**1,032,090**
Alternative 3: Reduced Footprint	Building 1	506,064	3,200	509,264
	Building 2	101,225	3,200	104,425
	Building 3	207,983	4,000	211,983
			Total	**825,672**

Parking would also be reduced by 20 percent. There would be 302 parking stalls (reduced from 378) and 148 trailer stalls (reduced from 185). The resulting landscaping provided would increase to fill in the areas no longer covered by either building or parking provided due to the reduction. With the reduction in the building square footage, parking area, the overall development footprint would be less than that of the Project and, in some cases, impacts would be reduced.

Alternative 3 Impact Comparison to the Project

An evaluation of the potential environmental impacts of the "Reduced Footprint" Alternative, as compared to those of the Project, is provided below.

Aesthetics

Under this Alternative, the site's visual character/quality would be altered similar to the Project, since the existing use would be removed and replaced with three warehouses and other ancillary improvements. With this Alternative, the degree of visual alteration during construction would be slightly less than with the Project, because this Alternative involves less construction activities.

This Alternative would reduce warehouse/office space and parking area by 20 percent while increasing landscaping, thus, aesthetic impacts from light and glare would be proportionately less under this Alternative compared to the Project. As with the Project, this Alternative would result in less than significant light and glare impacts.

The "Reduced Footprint" Alternative would be environmentally superior to the proposed Project regarding aesthetics/light and glare. This Alternative would reduce the Project size by 20 percent, thus, proportionately less light/glare would be generated.

Agriculture and Forestry Resources

The Project would result in less than significant potential impacts to Agriculture and Forestry Resources. Under this Alternative, the site would develop with new industrial warehouses similar to the Project. The entire Project site is categorized as Urban and Built-Up Land according to the California Important Farmland Finder. This land type would not be conducive as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. The City does not contain areas with land use designations for either Forest Land or Timberland. The Project site is within industrially zoned land within the City and there are no agricultural, forest land, or timberland zoning designated resources in the City of Rancho Cucamonga. The "Reduced Footprint" Alternative would be environmentally equivalent to the Project regarding Agriculture and Forestry Resources.

Air Quality

This Alternative would reduce the construction and operations air emissions when compared to the Project. Under this Alternative, development would be constructed with a reduced intensity of industrial uses which would result in less emissions during short-term construction and long-term operations. This is because the overall development footprint within both the Neo-Industrial (NI) and Industrial Park (IP) zoning designations would be reduced by 20 percent. This Alternative would create lower concentrations of air contaminants, odor, and particulate matter than the Project.

Therefore, the "Reduced Footprint" Alternative would be environmentally superior to the Project regarding the increase of air contaminants, odor, and particulate matter in both construction and operation phases. Overall impacts would be less than under the Project and remain less than significant.

Biological Resources

Under this Alternative, impacts to special species, riparian habitats, wetlands, nesting birds, and trees would occur, but to a lesser degree than the Project. Under this Alternative, the approximately 0.01 acre impact of a non-wetland water of the U.S./State jurisdictional by the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) and intermittent streambed jurisdictional by California Department of Wildlife (CDFW) within the concrete-lined portion of Cucamonga Creek would be consistent with the Project. Impacts from this Alternative would remain consistent with the Project. Therefore, the Reduced Footprint Alternative would be environmentally equivalent to the Project regarding impacts to biological resources.

Cultural Resources

In comparison to the Project, this Alternative would create lesser impacts to cultural resources regarding archeological, historic, and human remains due to the reduced development footprint and associated ground disturbance. However, like the Project, this Alternative shall similarly utilize MMs CUL 1 thru 3, pertaining to undiscovered archaeological resource and human remains, to reduce significant impacts to a less than significant level. In addition, the historic house on Baker Avenue would be integrated in the Project's design regardless of the reduced footprint.

Therefore, the Reduced Footprint Alternative would be environmentally superior to the Project regarding Cultural Resources with mitigation incorporated.

Energy

The energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would be less with the "Reduced Footprint" Alternative than with the Project, since less construction activities would occur.

Project implementation would result in less than significant impacts concerning energy usage. This Alternative would similarly result in less than significant impacts concerning energy usage. However, proportionately less energy usage would occur under this Alternative than under the Project, given this Alternative would reduce the development footprint by 20 percent.

The Reduced Footprint Alternative would be environmentally superior to the Project regarding energy impacts, as less energy usage would occur under this Alternative compared to the Project.

Geology and Soils

The soil erosion or loss of topsoil from grading and excavation operations that would occur with the Project would also occur with this Alternative, but to a lesser degree due to the reduced footprint. The Project is susceptible to seismic, geologic, and soils related hazards. The Project would create new land uses, increasing the exposure of people and structures to potential adverse effects associated with seismic, geologic, or soil hazards. In terms of exacerbating geologic hazards, construction and operation of this Alternative would reduce the risk of or from hazards including faults and seismicity, liquefaction, subsidence, collapse, expansive soils, landslides, soil stability, or slopes, compared to the Project. This Alternative would not exacerbate any of the listed existing geologic conditions. In regard to soil disturbance and erosion, this Alternative also would implement an approved SWPPP and BMPs which would ensure these impacts remain less than significant. Ultimately, this Alternative would not change the existing geologic conditions under which the site would be developed. Both the Project and this Alternative would be required to implement mitigation measures to reduce impacts to less than significant levels.

The Project would result in less than significant potential impacts to paleontological resources, with mitigation incorporated. These potential Project impacts would occur also with the "Reduced Footprint" Alternative, but to a lesser degree, as site development/redevelopment would result in lesser ground disturbing activities involving a reduced development footprint.

Therefore, the "Reduced Footprint" Alternative would be environmentally superior to the Project regarding geology and soil, and paleontological resource impacts.

Greenhouse Gas Emissions.

Project-related GHG emissions would be less than significant. Since this Alternative would construct smaller warehouses, incrementally less GHG emissions would occur with this Alternative during construction. These industrial/warehouse uses would continue to generate vehicle trips and corresponding GHG, but during operations, this Alternative would generate proportionately less GHG as the development footprint would be reduced.

The Reduced Footprint Alternative would be environmentally superior to the Project regarding GHG emissions, since smaller warehouse and associated ancillary improvements would be constructed.

Hazards and Hazardous Materials

The Project's potential construction-related impacts involving increased safety risk to workers due to the transport, handling, and disposal of hazardous materials and waste, which were considered to be less than significant with mitigation incorporated, would be slightly less with this Alternative, since less construction would occur. The Project's potential construction-related impacts involving demolition of buildings or structures with asbestos or lead-based paint, which were considered to be less than significant with mitigation incorporated, would be the same under this Alternative.

The Project's potential operational impacts from transport, handling, and disposal of hazardous materials and waste would be similar with this Alternative, although slightly less due to a reduced development footprint.

The "Reduced Footprint" Alternative would be environmentally superior to the Project regarding hazards and hazardous materials since less construction activities would occur.

Hydrology and Water Quality

This Alternative, like the Project, would be susceptible to erosion during the short-term construction phase. Similarly, construction activities associated with the development of the Project and this Alternative would be typical of those used in comparable industrial developments. Grading and earthmoving activities conducted during the construction period would require the use of water for dust mitigation. Water from dust control and other liquids such as fuels, lubricants, and liquid wastes can create runoff that would temporarily affect water quality. Under this Alternative, a SWPPP and BMPs would be implemented and would still be anticipated to reduce potential effects to downstream waters from sediments and other pollutants in stormwater runoff. All areas disturbed under this Alternative would still be required to implement needed measures in accordance with all RWQCB permitting procedures and local procedures such as the authorization of a NPDES. This also includes a water quality management plan for both the Project and Alternative. This Alternative would be conditioned to install an approximately 66 to 78-inch wide storm drainpipe along the southern boundary of the Project area with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek. Overall, while the potential for impacts would be reduced because less area would be used, the impacts conclusion would remain the same and would be considered less than significant (some with mitigation). Therefore, the impacts would be similar between this Alternative and those of the Project.

The Reduced Footprint Alternative would be environmentally equivalent to the Project regarding hydrology and water quality impacts.

Land Use and Planning

The Reduced Footprint Alternative assumes similar development as the Project; however, this Alternative would construct smaller warehouses, as indicated in *Table 5-4*. Comparatively, this Alternative proposes approximately 20 percent less overall development.

Following a Zoning Map Amendment, the Project was concluded to be consistent with the Rancho Cucamonga GP policies and plans and RCMC standards. This Alternative would also require a Zoning Map Amendment and would similarly be consistent with Rancho Cucamonga GP policies and plans and RCMC standards.

The land use consistency issues associated with the Project's proposed land uses and on- and off-site uses were concluded to be less than significant. The Reduced Footprint Alternative's impacts involving land use consistency would be similar to the Project, as a similar land use type would occur.

The Reduced Footprint Alternative would be environmentally equivalent to the Project regarding land use and planning. The same use would occur on the Project site and be similarly consistent with the RCGP policies and plans.

Mineral Resources

The Project would result in a less than significant impact regarding Mineral Resources as the Project site is not currently identified for future mining recovery by the City. Under this Alternative, impacts to Mineral Resources, would be similar to the Project since the site has already been evaluated for the Project. The Project is located in the Classification map for the Claremont-Upland P-C Region which shows that the Project would be within an area designated as MRZ-2. Despite the Project's location within this zone, the site's previously disturbed and developed nature would make any impact to significant mineral resources unlikely. Further, the Rancho Cucamonga GP states that the City prioritizes urban uses over aggregate recovery in areas not already disturbed by those activities. The Project site is currently disturbed with existing commercial/industrial uses and the site is located within an urbanized commercial, industrial, and residential area. No aggregate recovery is practiced in the area. Therefore, this Alternative would be environmentally equivalent to the Project regarding Mineral Resources.

Noise

Construction noise associated with the Project would result in a less than significant impact with mitigation incorporated. The Project's construction-related vibration impacts would be less than significant. Construction-related short-term noise impacts from stationary and mobile sources and vibration impacts would occur also with the "Reduced Footprint" Alternative, as new development would occur. This Alternative's construction-related noise impacts would be slightly less than the Project, given this Alternative involves less dense development. However, it is likely that construction impacts under this Alternative would still be less than significant impact with mitigation incorporated.

Project implementation would result in less than significant impacts from mobile noise sources. This Alternative would also be anticipated to result in less than significant impacts from mobile noise sources, however, proportionately less impacts would occur as this Alternative would generate fewer trips than the Project.

The "Reduced Footprint" Alternative would be environmentally superior to the Project regarding noise impacts, given less construction and operational noise would occur compared to the Project, although the Project's less than significant impact with mitigation incorporated construction impacts would also occur under this Alternative.

Population and Housing

Under this Alternative, the impacts would be less than the Project. The Project site currently has a General Plan designation of Neo-Industrial Employment District and zoning designations of Neo-Industrial (NI) and Industrial Park (IP) and therefore would have an indirect impact on population. Because this Alternative would include smaller sized warehouses than the Project, it is anticipated that the demand for employees would be less. It is anticipated that most employees would come from within the City and surrounding areas, and this would result in a similar demand for new workers potentially needing housing within the

City. Therefore, this Alternative would be environmentally superior to the Project regarding Population and Housing.

Public Services and Recreation

Project construction-related activities would increase the demands for fire, police protection, and medical services. Similar construction activities would occur under this Alternative, thus, there would be similar construction-related demand for these services.

The Project would construct three new warehouses with a proportionate increase in population and demands for fire, police, medical, schools, and library services, as well as parks and recreational facilities. The "Reduced Footprint" Alternative would result in 20 percent smaller development footprint, resulting in proportionately less demand for these public services and recreational facilities, as the Project.

The "Reduced Footprint" Alternative would be environmentally superior to the Project regarding impacts to public services and recreational facilities, as smaller warehouses and associated ancillary structures would be constructed, resulting in less demand for public services and recreational facilities.

Transportation

During Project construction, the Project would generate construction-related traffic. Under this Alternative, a reduced amount of construction-related traffic would be generated. This Alternative's impact would be less than the Project's construction impacts, which would be less than significant.

Under this Alternative, operational traffic impacts including VMT and trip generation would be less than the Project. This Alternative would not introduce any new curves or dangerous roadway segments and all intersections would be appropriately signalized and/or controlled to ensure safe vehicle movements. Lastly, this Alternative would conform to all design requirements ensuring safe access for emergency responses, fire lanes, and needed radius for turning large vehicles. Therefore, this Alternative would result in reduced impacts associated with transportation and traffic and with appropriate planning and design it is anticipated that impacts would remain less than significant.

Therefore, the "Reduced Footprint" Alternative would be environmentally superior to the Project regarding transportation.

Tribal Cultural Resources

The Project could result in less than significant potential impacts to as yet undiscovered tribal cultural resources, with MMs TCR-1 thru TCR-9 incorporated. Under this Alternative, potential impacts to tribal cultural resources would be reduced when compared to the Project due to the reduced development footprint. However, the same mitigation measures would be implemented.

This Alternative would be environmentally superior to the Project regarding tribal cultural resources.

Utilities and Service Systems

Both this Alternative and the Project would be result in an increased demand for utilities. Demands for services including natural gas, electricity, water, wastewater treatments, and solid waste disposal would be less than that of the Project. Existing utilities would be extended and upgraded as needed during construction of the Project and this Alternative to serve the anticipated demands and to accommodate operation of each. While the Project and this Alternative would increase the overall demand for services, adequate capacity to serve this Alternative and the Project is anticipated. This Alternative would tie into

existing utility lines within the existing roadways and within the existing already disturbed rights-of-way adjacent to the site. No additional impacts to listed resources, including electricity, natural gas, sewer, water, and telecommunications infrastructure, would occur. Impacts under this Alternative would be reduced and would remain less than significant under both this Alternative and the Project.

Therefore, this Alternative would be environmentally superior to the Project regarding utilities and service systems.

Wildfire

Under the "Reduced Footprint" Alternative the development of the Project site would occur similar to the Project. Immediately adjacent to the Project site is existing developments including roadways, residential, and industrial areas. According the CAL FIRE's Very High Fire Hazard Severity Zones in LRA Exhibit, the Project is in a Non-VHFHSZ/LRA Zone. The Project site is approximately four miles south of the VHFHSZ within the City of Rancho Cucamonga. Therefore, the City of Rancho Cucamonga's FPD would serve as first responders in case of any structural fire and medical emergency response service, as well as other emergency management and response programs. The warehouse structures would be predominantly concrete which is not typically susceptible to fire. Specifically, the warehouses would be built consistent with the California Building Code requiring new buildings to use ignition-resistant construction methods and materials as well as have a fire suppression system.

Neither this Alternative nor the Project would interfere with any emergency plan or evacuation plan. This Alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the Project nor this Alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, this Alternative would be environmentally equivalent to the Project regarding Wildfire.

ABILITY TO MEET PROJECT OBJECTIVES

The Reduced Footprint Alternative would meet all of the Project objectives, as identified above, but in some instances to a lesser degree than that of the Project.

Alternative 3 Summary

Alternative 3 would allow for a reduced intensity of use than the Project. This decrease in intensity would pose a reduced potential for impacts to the adjacent residential uses and surrounding area. Following a Zoning Map Amendment, this land use type would not conflict with the City's GP or MC since the development would adhere to the goals and policies of the Rancho Cucamonga GP and RCMC. Alternative 3 would also meet all Project Objectives associated with the Project, namely the Project's goal of creating a more conducive light industrial zone near the existing residential zones and remaining consistent with the goals and policies of the City's GP. However, the degree to which this Alternative would meet the Project Objectives is to a lesser degree than that of the Project. Therefore, this Alternative is considered the environmentally superior alternative because it meets Project Objectives and is largely environmentally superior when compared to the Project.

ALTERNATIVE 4: "BOTTLING PLANT" ALTERNATIVE

The "Bottling Plant" Alternative would involve the development of three (3) industrial buildings totaling approximately 810,000 square feet for the purposes of bottling and distributing beverages. Within the Alternative, the proposed building 1 would be located in the eastern portion of the Project site and would

total approximately 600,000 square feet, inclusive of approximately 280,000 square feet for manufacturing/bottling, approximately 280,000 square feet for warehousing/distribution, and approximately 40,000 square feet of office. The proposed building 2 totaling approximately 20,000 square feet would be located in the western portion of the site, and would be utilized as a maintenance facility for the tractor trailers onsite. The proposed building 3 would be located in the western portion of the Project site and would total approximately 190,000 square feet for warehousing/distribution. Alternative 4 would meet the requirements for Floor Area Ratio and Building Height allowed under each zoning designation. The Project as it has been designed does not exceed the maximum allowances for each zoning designation. *Table 5-5, Development Standard Consistency,* compares the specifications of the Project's heights and floor area ratios as with City design standards set for each zoning designation. Note that both the Neo-Industrial (NI) and Industrial Park (IP) zoning designations have the same maximum allowances, therefore the maximum buildout for Alternative 4 would meet both the development standards for both zoning designations and would not need to be discussed separately.

Table 5-5: Development Standard Consistency

Development Standard	Neo-Industrial	Industrial Park	Proposed Project
Maximum Height	70 feet	70 feet	Building 1: 44'-0" - 49'-6" (est.)
			Building 2: 40'-0" – 44'-6" (est.)
			Building 3: 39'-0" – 47'-6" (est.)
Floor Area Ratio	40-60%	40-60%	Building 1: 51.49%
			Building 2: 51.69%
			Building 3: 49.56%
Source: Rancho Cucamonga MC §17.36.040			

Similar to the Project, Alternative 4 would involve the development of three (3) industrial buildings within the Project site. However, Alternative 4 would reduce the total building area to approximately 810,000 square feet, compared to the Project's 1,032,090 square feet. For Alternative 4, the buildings could be built to the 70-foot maximum height allowed by the City and the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP), subject to enlarged setback requirements by the City. The Alternative's proposed square footage of approximately 810,000 square feet developed on the Project site area (excluding historical building site) totaling 2,023,353 square feet results in an FAR of 40.03 percent, in accordance with the permitted FAR range in both the Neo-Industrial (NI) and Industrial Park (IP) zoning designations of 40 percent to 60 percent.

Alternative 4 Impact Comparison to the Project

An evaluation of the potential environmental impacts of the "Bottling Plant" Alternative, as compared to those of the Project, is provided below.

Aesthetics

Under the "Bottling Plant" Alternative and similar to the Project, the site would be developed with three industrial buildings. With this Alternative, visual changes to the site as seen from off-site viewers including residents to the west and north or drivers around the site, would be less intensive than the Project, due to the reduced size of the building area for the Alternative. Light and glare impacts are also anticipated to create less impacts as there would be less glazing for windows, wall lighting, and wall elevations for glare. It is anticipated that with this Alternative there would be an increase in nighttime lighting from security lights

and parking lot lighting which is expected to be less than the Project because of the decreased need associated with the new buildings. Therefore, under this Alternative, impacts regarding aesthetics, light, and glare would be environmentally superior compared to the Project.

Agriculture and Forestry Resources

Under this Alternative, the site would be developed with three industrial buildings totaling approximately 810,000 square feet. The entire Project site is categorized as Urban and Built-Up Land according to the California Important Farmland Finder. This land type would not be conducive as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. The City does not contain areas with land use designations for either Forest Land or Timberland. The Project site is within industrially zoned land within the City and there are no agricultural, forest land, or timberland zoning designated resources in the City of Rancho Cucamonga. This Alternative would be environmental equivalent to the Project regarding Agriculture and Forestry Resources.

Air Quality

Under this Alternative, both short-term construction-related air quality emissions and long-term operational air emissions are anticipated to be less than the Project due to the reduced project square footage.

The "Bottling Plant" Alternative would be environmentally superior to the Project regarding air quality impacts, due to an anticipated decrease in both short-term and long-term emissions.

Biological Resources

Under this Alternative, the Project site would introduce similar impacts to special bird species, nesting birds, riparian habitats, wetlands, and historic trees as the Project. Implementation of this Alternative shall also utilize mitigation measures to bring all potential impacts to less than significant levels. Therefore, this Alternative would result in the same potential impacts to special-status species, nesting birds, and use of the site as habitat or foraging habitat. Similar to the Project, direct and indirect impacts on biological resources would be mitigated to less than significant under this Alternative.

The "Bottling Plant" Alternative would be environmentally equivalent to the Project regarding biological resources.

Cultural Resources

Under this Alternative, impacts to archeological and historic resources (which includes the historic house on Baker Avenue) would be similar to those of the Project. Mitigation measures and rehabilitation of the historic house would continue to be required for development under this Alternative. The Project's potential to disturb human remains, which would be mitigated to a less than significant level shall also be implemented under this Alternative.

Therefore, the "Bottling Plant" Alternative would be environmentally equivalent to the Project regarding archeological and historic resources, and human remains.

Energy

The Energy consumption associated with Project construction which includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips would occur

with this Alternative and would be similar to the Project. Project construction impacts were less than significant.

Under this Alternative, energy use associated with operations of the three proposed industrial buildings would likely be less than the Project, due to the smaller project size of approximately 810,000 square feet compared to the Project's three buildings totaling 1,032,090 square feet. Therefore, this Alternative would be environmentally superior to the Project regarding energy impacts.

Geology and Soils

The soil erosion or loss of topsoil from grading and excavation operations that would occur with the Project would also occur with this Alternative, since the entire site would be fully improved with either buildings, site paving, walkways, or landscaping. This Alternative would utilize the same less than significant impact with mitigation incorporated as that associated with the Project.

As previously discussed above, the Project site is susceptible to loss of topsoil, impacts from strong seismic activity, development on an unstable soil, and impacts on paleontological resources. This Alternative would likely introduce a smaller gathering of people to the area that could be impacted by hazardous geologic conditions. As such, this Alternative is required to implement similar mitigation measures and project design features to reduce significant levels. Similar to the Project, direct and indirect impacts from geology and soils under this Alternative would conform to all required codes and where applicable, would be mitigated to less than significant. In terms of exacerbating geologic hazards, construction and operation of this Alternative would not increase the risk of or from hazards including faults and seismicity, liquefaction, subsidence, collapse, expansive soils, landslides, soil stability, or slopes, compared to the Project. This Alternative would not exacerbate any of the listed existing geologic conditions. In regard to soil disturbance and erosion, this Alternative also would implement an approved SWPPP and BMPs would ensure these impacts remain less than significant. Ultimately, this Alternative would not change the existing geologic conditions under which the sites would be developed.

Therefore, the "Bottling Plant" Alternative would be environmentally equivalent to the Project regarding seismicity, geology, and soils.

Greenhouse Gas Emissions

Under this Alternative, GHG emissions are anticipated to be less than the Project during long-term operations due to the reduced project square footage. As stated in the Air Quality section above, this Alternative is anticipated to promote lower production of GHG emissions, and reduced vehicular emissions from a decrease of employees when compared to the Project. Although the "Bottling Plant" Alternative would increase GHG impacts from existing conditions, all GHG emissions would be reduced to less than significant levels with Project mitigation incorporated.

Therefore, the "Bottling Plant" Alternative would be environmentally superior to the Project with mitigation measures incorporated.

Hazards and Hazardous Materials

It is anticipated that this Alternative would produce similar hazards and hazardous material impacts as the Project, because the proposed buildings constructed within the NI and IP zoning designations would be required to limit the types of manufacturing and other uses which produce hazardous waste during long-term operations to be in accordance with the Project site's corresponding zoning designations. All findings of the Phase I ESA prepared for the Project would be applicable to the Alternative.

Warehousing/distribution uses are anticipated to use some volume of materials such as cleaners, pesticides and fertilizers for landscaping, and other materials for machinery and equipment under this Alternative and the Project. These impacts also would be similar and substantial differences in the potential risk of upset would not occur. Impacts compared to the Project would be equivalent.

Therefore, the "Bottling Plant" Alternative would be environmentally equivalent to the Project.

Hydrology and Water Quality

The "Bottling Plant" Alternative would be subject to the same hydrology and water quality regulations as the Project. This alternative would result in similar short-term impacts to water quality, since grading, excavation, or construction activities would occur. The less than significant short-term water quality impacts with mitigation incorporated that would occur with the Project would also occur with this Alternative.

Both the Alternative and Project would substantially change the hydrologic conditions of the site through development of the Project site. Similar to the Project, the development of the Alternative would result in an increase of the rate and amount of stormwater runoff, and change its quality, by adding impervious surfaces and land uses. The Project's potential long-term hydrology and water quality impacts, which were concluded to be less than significant with mitigation, would be the same with this Alternative. Any development under this Alternative would be subject to a water quality management plan and SWPPP with BMPs to minimize impacts from erosion and run-off water. This Alternative would be conditioned to install an approximately 66 to 78-inch wide storm drainpipe along the southern boundary of the Project area with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek.

Therefore, the "Bottling Plant" Alternative would be environmentally equivalent to the Project with mitigation measures incorporated regarding hydrology and water quality impacts.

Land Use and Planning

Alternative 4 would have a building area of approximately 810,000 sf. That is approximately 222,090 sf (22 percent) less than the building area of the Project. With a smaller building area, Alternative 4 would have decreased impacts in multiple areas such as air quality, GHG emissions, and transportation. *Table 5-6, Design Comparison for Alternative 4 and the Project,* compares Alternative 4 heights and floor area ratios of to the Project.

Table 5-6: Design Comparison for Alternative 4 and the Project

	Building Area				FAR	Building Height		
	Bldg. 1	Bldg. 2	Bldg. 3	Total		Bldg. 1	Bldg. 2	Bldg. 3
Proposed Project	636,580 SF	130,531 SF	264,979 SF	1,032,090 SF	51.01%	44'-50' (est.)	40'-45' (est.)	39'-48' (est.)
Alt. 4	600,000 SF	20,000 SF	190,000 SF	810,000 SF	40.03%	44'-50' (est.)'1	35'1	39'-48' (est.)

[1]Per City Municipal Code section 17.36.040(C), industrial buildings can exceed 35' in height at the front setback line by increasing the setback an additional one foot from the front setback line for each one foot of building height up to a maximum setback of 70 feet. Additionally, heights requested in excess of 75 feet may be permitted with a conditional use permit.

Similar to the Project, the "Bottling Plant" Alternative would require a Zoning Map Amendment (ZMA) to change the zoning designation of APN 0207-271-25, -39, and -40 from Neo-Industrial (NI) to Industrial Park

(IP) to reduce the intensity of permitted industrial uses adjacent to residential, and a Conditional Use Permit (CUP) for approval of its intended uses (see below Table 5-7 for more information). However, unlike the Project, the Alternative would also require a Minor Use Permit for approval of its intended uses (see below Table 5-7 for more information).

Table 5-7: Required Applications for Alternative 4 Uses

Planned Use	Area of Intended Use	Use Designation	Underlying Zoning Designation	Permitted "By Right" within Zoning?	Required Application for Approval
Building 1:					
Beverage Bottling	280,000 SF	"Manufacturing, Light - Large"	Neo Industrial (NI)	No	Minor Use Permit
Warehouse/ Distribution	280,000 SF	"Wholesale, Storage, and Distribution - Medium"	Neo Industrial (NI)	No	Conditional Use Permit
Office	40,000 SF	"Office, Business and Professional"	Neo Industrial (NI)	Yes	N/A - Permitted by Right
Total - Building 1	**600,000 SF**				
Building 2:					
Truck/Trailer Maintenance	20,000 SF	"Vehicle Services, Minor"	Industrial Park (IP)	No	N/A - Permitted by Right
Building 3:					
Warehouse/ Distribution	190,000 SF	"Wholesale, Storage, and Distribution - Medium"	Industrial Park (IP)	No	Conditional Use Permit
Grand Total - Alternative 4	**810,000 SF**				

Similar to the Project, this Alternative shall not divide an established community.

Similar to the Project, the Alternative 4 would be in compliance with all applicable development standards. In addition to the ZC and CUP required by both the Project and Alternative, the Alternative would also require approval of a Minor Use Permit. Therefore, the "Bottling Plant" Alternative would be environmentally inferior to the Project regarding land use and planning.

Mineral Resources

The Project would result in less than significant impacts regarding Mineral Resources as the Project site is not currently identified for future mining recovery by the City. Under this Alternative, impacts to Mineral Resources, would be similar to the Project since the site has already been evaluated for the Project. The Project is located in the Classification Map for the Claremont-Upland P-C Region which shows that the Project would be within an area designated as MRZ-2. Despite the Project's location within this zone, the site's previously disturbed and developed nature would make any impact to significant mineral resources unlikely. Further, the Rancho Cucamonga GP states that the City prioritizes urban uses over aggregate recovery in areas not already disturbed by those activities. The Project site is currently disturbed with existing commercial/industrial uses and the site is located within an urbanized commercial, industrial, and residential area. No aggregate recovery is practiced in the area. Therefore, this Alternative would be environmentally equivalent to the Project regarding Mineral Resources.

Noise

The Project's construction-related noise impacts would be less than significant. The Project's construction-related vibration impacts are also anticipated to be less than significant. The Project's construction-related noise and vibration impacts would similarly occur with the "Bottling Plant" Alternative, albeit to a lesser extent, as construction of the three industrial buildings with a reduced total square footage to those of the Project would be constructed.

The major noise sources associated with the Project including the following: mechanical equipment (i.e., trash compactors, air conditioners, etc.); slow-moving trucks on the Project site, approaching and leaving the loading areas; activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise shall also be the same for development under the alternative. The closest sensitive receptors are within 56 feet north of the Project's Building 3. Alternative 4 would orient the larger 600,000 square foot industrial building to the east of the site, away from sensitive receptors. Additionally, the smaller 20,000 sf and 190,000 sf industrial buildings are anticipated to be situated on the site in order to also minimize noise impacts to adjacent sensitive receptors. Therefore, the Alternative is anticipated to result in reduced operational noise impacts when compared to the Project.

Therefore, this Alternative would be environmentally superior to the Project regarding noise in terms of short-term, and long-term noise and vibration impacts.

Population and Housing

Under this Alternative, the Project impacts would be similar to the Project. The Project site has a General Plan designation of Neo-Industrial Employment District and zoning designation of Neo-Industrial (NI) and Industrial Park (IP) and therefore would have an indirect impact on population. Because this Alternative would include three industrial buildings with a reduced total square footage compared to the Project, it is anticipated that the demand for employees for the Alternative would be less than the Project. It is anticipated that most employees would come from within the City and surrounding areas, and this would result in a similar demand for new workers potentially needing housing within the City. Therefore, this Alternative would be environmentally inferior to the Project regarding population and housing.

Public Services and Recreation

Under the "Bottling Plant" Alternative the development of the Project site would occur similar to the Project. Demands for public services including fire protection and emergency medical services, law enforcement, and other general governmental services under this Alternative, would be similar to the Project. Under this Alternative and the Project, projects would pay applicable fees to provide an adequate amount of services. Therefore, this Alternative would be environmentally equivalent to the Project regarding public services and recreation.

Transportation

During Project construction, the Project would generate construction-related traffic. Under this Alternative, a similar amount of construction-related traffic would be generated. This Alternative's impact would be similar to the Project's construction impacts, which would be less than significant.

Trip generation for Alternative 4 used the ITE Trip Generation Manual along with the San Bernardino Congestion Management Program update to provide PCE for truck traffic. For Alternative 4, the three industrial buildings and the uses proposed therein would initially generate approximately 2,640 daily trips;

approximately 844 more trips than the Project. When PCE calculations are applied to the truck trips, Alternative 4 would provide an additional 1,157 PCE trips from trucks, resulting in a total of approximately 3,081 PCE trips for Alternative 4. The deduction of the existing 454 PCE trips creates a total trip generation of approximately 2,627 PCE trips for Alternative 4. This is likely to impact LOS for Baker Avenue, E. 9th Street, and Vineyard Avenue, along with a reasonable chance to adversely impact LOS to at all other intersections and roadway segments studied in *Section 4.16, Transportation and Traffic*. Based on the increased traffic volumes for Alternative 4, it is anticipated that the off-site improvements for the Alternative would be greater than those required for the Project. This Alternative would not introduce any new curves or dangerous roadway segments and all intersections would be appropriately signalized and/or controlled to ensure safe vehicle movements. Lastly, this Alternative would conform to all design requirements ensuring safe access for emergency responses, fire lanes, and needed radius for turning large vehicles. This Alternative would result in greater impacts associated with transportation and traffic.

This Alternative would be environmentally inferior to the Project regarding transportation impacts.

Tribal Cultural Resources

The Project would result in less than significant potential impacts to undiscovered tribal cultural resources, with mitigation incorporated. Under this Alternative, impacts would potentially impact the tribal cultural resources similarly to the Project.

This Alternative would be environmentally equivalent to the Project regarding tribal cultural resources and would require the same mitigation measures.

Utilities and Service Systems

Both this Alternative and the Project would result in an increased demand for utilities. The Alternative 4's demands for services including natural gas, electricity, water, wastewater treatments, and solid waste disposal are anticipated to be greater than that of the Project. Existing utilities would be extended and upgraded as needed during construction of the Project and this Alternative to serve the anticipated demands and to accommodate operation of each. While the Project and this Alternative would increase the overall demand for services, adequate capacity to serve this Alternative and the Project is anticipated. No additional unmitigated impacts to listed resources including, electricity, natural gas, sewer, water, and telecommunications infrastructure, are anticipated to occur. It is anticipated that the Alternative would tie into existing utility lines within close proximity to the Project site.

Therefore, this Alternative would be environmentally inferior to the Project regarding utilities and service systems.

Wildfire

Under the "Bottling Plant" Alternative the development of the Project site would occur similar to the Project. Immediately adjacent to the Project site is existing developments including roadways, residential, and industrial areas. According the CAL FIRE's Very High Fire Hazard Severity Zones in LRA Exhibit, the Project is in a Non-VHFHSZ/LRA Zone. The Project site is approximately four miles south of the VHFHSZ within the City of Rancho Cucamonga. Therefore, the City of Rancho Cucamonga's FPD would serve as first responders in case of any structural fire and medical emergency response service, as well as other emergency management and response programs. The warehouse structures would be predominantly concrete which is not typically susceptible to fire. Specifically, the warehouse would be built consistent with

the California Building Code requiring new buildings to use ignition-resistant construction methods and materials as well as have a fire suppression system.

Neither this Alternative nor the Project would interfere with any emergency plan or evacuation plan. This Alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the Project nor this Alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, this Alternative would be environmentally equivalent to the Project regarding Wildfire.

ABILITY TO MEET PROJECT OBJECTIVES

The "Bottling Plant" Alternative is anticipated to meet all Project objectives, as identified above, as compared to Project.

Alternative 4 Summary

The three industrial buildings proposed as Alternative 4 would be similar, yet smaller in size than the Project. The reduced project size would likely create reduced air quality and GHG impacts due to smaller area and energy emissions. However, the Alternative's impacts to transportation and utilities and service systems are anticipated to be greater than those of the Project. Due to the multiple intended uses within the three buildings for Alternative 4, the Alternative would also require approval of a Minor Use Permit that is not required by the Project. This Alternative would be required to comply with all City Municipal Code requirements and minimum standards. Compared to the Project, the impacts related to Alternative 4 are anticipated to be equivalent to the Project. Similar to the Project, the "Bottling Plant" Alternative is anticipated to achieve the Project Objectives.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

State CEQA Guidelines requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the "No Project" Alternative is the environmentally superior alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the Project's basic objectives be chosen as the environmentally superior alternative.

Based on the summary of information presented in *Table 5-8: Comparison of Project Alternatives Environmental Impacts with the Project*, the environmentally superior Alternative is Alternative 3: "Reduced Footprint."

Section 15126.6(e)(2) of the State CEQA Guidelines states that if the "No Project" alternative is found to be environmentally superior, "the EIR shall also identify an environmentally superior alternative among the other alternatives." Alternative 3: "Reduced Footprint" is the Environmentally Superior Alternative as it would have the least environmental impacts (as shown in *Table 5-8)* and still meet most of the Project objectives (as shown in *Table 5-1*) and meets the General Plan as proposed by the Project. By amending the Zoning designation, the Project would still reduce the impact of allowable uses permitted inside the building thereby reducing the potential impacts to the sensitive receptors to the north and west of the Project site. This Alternative would meet the requirements of the Municipal Code Development Standards for maximum building FAR, height and buildout requirements and therefore is in conformance with all applicable City of Rancho Cucamonga regulations.

The context of an environmentally superior alternative is based on the consideration of several factors including the reduction of environmental impacts to a less than significant level, the Project objectives, and an alternative's ability to fulfill the objectives with minimal impacts to the existing site and surrounding environment. According to Table 5-8, the "Reduced Footprint" Alternative would be the Environmentally Superior Alternative because it would result in the fewest or least significant environmental impacts. Based on the evaluation undertaken, Alternative 3: "Reduced Footprint" is the environmentally superior Alternative. The "Reduced Footprint" Alternative, however, would not fulfill the Project Objectives to the same level as the Project. Considering environmental impacts and fulfillment of Project Objectives, the EIR has identified the Project as the Environmentally Superior Alternative.

Table 5-8: Comparison of Project Alternatives Environmental Impacts with the Project

EIR Section	Alternatives				
	Proposed Project - Level of Impact After Mitigation	**Alternative 1- No Project**	**Alternative 2- Single Building**	**Alternative 3- Reduced Footprint**	**Alternative 4- Bottling Plant**
4.1 – Aesthetics	Less Than Significant	-	+	-	-
4.2 – Agriculture and Forestry Resources	Less Than Significant	=	=	=	=
4.3 – Air Quality	Less Than Significant	-	=	-	-
4.4 – Biological Resources	Less Than Significant	-	=	=	=
4.5 – Cultural Resources	Less Than Significant	=	=	-	=
4.6-- Energy	Less Than Significant	-	+	-	-
4.7 – Geology and Soils	Less Than Significant	-	=	-	=
4.8 – Greenhouse Gas Emissions	Less Than Significant	-	=	-	-
4.9 – Hazards and Hazardous Materials	Less Than Significant	-	=	-	=
4.10 – Hydrology and Water Quality	Less Than Significant	-	=	=	=
4.11 – Land Use and Planning	Less Than Significant	-	-	=	+
4.12 – Mineral Resources	Less Than Significant	=	=	=	=
4.13 – Noise	Less Than Significant	-	-	-	-
4.14 – Population and Housing	Less Than Significant	=	=	-	+
4.15 – Public Services and Recreation	Less Than Significant	=	=	-	=
4.16— Transportation	Less than Significant	=	+	-	+

EIR Section	Alternatives				
	Proposed Project - Level of Impact After Mitigation	**Alternative 1- No Project**	**Alternative 2- Single Building**	**Alternative 3- Reduced Footprint**	**Alternative 4- Bottling Plant**
4.17 Tribal Cultural Resources	Less Than Significant	-	=	-	=
4.18 Utilities and Services	Less Than Significant	-	=	-	+
4.19 Wildfire	Less than Significant	=	=	=	=
Attainment of Project Objectives	Meets all of the Project Objectives	Meets none of the Project Objectives	Meets some of the Project Objectives	Meets all of the Project Objectives but to a lesser degree than the Project	Meets all of the Project Objectives

Notes:
A minus (-) sign means the Project Alternative has reduced impacts from the Project.
A plus (+) sign means the Project Alternative has increased impacts from the Project.
An equal sign (=) means the Project Alternative has similar impacts to the Project.

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6.0 OTHER CEQA CONSIDERATIONS

The State CEQA Guidelines Section 15126 requires an Environmental Impact Report (EIR) to describe the broader effects of a project in relationship to the surrounding environment, in addition to detailed technical analysis of a project's impacts on the environment. The topics covered in this chapter address this requirement and identify significant and unavoidable project impacts, growth inducement associated with the proposed Project, and significant irreversible changes associated with the proposed Project if approved and subsequently constructed. In addition, this chapter briefly addresses topics included in Appendix F of the CEQA Guidelines as it relates to the broader effects of the proposed Project and provides a discussion of the potentially significant energy implications of the Project. A more detailed analysis of the effects the proposed Project would have on energy conservation is addressed in *Section 4.*6*, Energy* of this Draft EIR. In addition, a detailed analysis of the effects of the proposed Project on each of the environmental resource topics identified in Appendix G of the State CEQA Guidelines is provided in *Section 4.1* through *Section 4.19* of this Draft EIR.

6.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15162(b) of the CEQA Guidelines requires an EIR to discuss the significant environmental effects of a proposed project that cannot be avoided if the proposed Project is implemented, including those which can be mitigated, but not reduced to a less-than-significant level. These impacts are referred to as "significant and unavoidable impacts" of the Project. More information on these impacts and applicable mitigation measures is found in *Section 4.1* through *Section 4.19* of this Draft EIR.

6.2 GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION

State CEQA Guidelines Section 15126.2(e) requires that EIRs include a discussion of ways in which a proposed project could induce growth. The State CEQA Guidelines identify a project as "growth-inducing" if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. The proposed Project would therefore have a growth-inducing impact if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;
- Require the construction of new or expanded facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

A project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, the potential for growth inducement is not considered necessarily detrimental nor necessarily beneficial, and neither is it automatically considered to be of little significance to the environment. This issue is

presented to provide additional information on ways in which the Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the Project examined in the preceding sections of this Draft EIR.

Potential growth-inducing effects are examined through analysis of the following questions:

Would the Project directly or indirectly foster economic or population growth, or the construction of additional housing? YES

The Project's development would not foster significant economic and population growth within the City directly or indirectly. Any growth would also be indirect as the Project is three warehouse facilities though it does not have an intended end user.

Economic Growth

The Project would not directly or indirectly create significant economic growth within the City. However, the Project site may cause an indirect economic growth due to its development. While the Project site would generate revenue to the City through taxes on its revenue, comparative to the City overall it is a relatively small increase. Construction of the Project site would generate employment consistent with other similar construction activities, and only temporarily until construction activities are complete. Most construction workers would be anticipated to come from within the City or from the nearby region, which already has a population of substantial size to supply the needed workers.

Population and Employment

According to the California Department of Finance (DOF) the estimated population of the City reached 179,421 persons in the year 2019.[1] The California Employment Development Department (EDD) calculated the City's workforce to be 97,500 persons, with 95,100 of those persons employed.[2] *Section 4.14, Population and Housing* of this Draft EIR used average employee generation rates presented in the Southern California Association of Governments (SCAG) Employment Density Report to calculate the number of employees created by the Project. The calculations concluded that the Project would potentially generate 866 employees. Because this is less than the 2,400 unemployed persons within the City as estimated by the EDD, the Project would not necessarily spur a boost in population since the employees could be found within the City's existing unemployment numbers. The Project, at the time of its implementation, would likely only have an indirect effect on the City's population through the expansion of economic activity within the City.

Housing

The DOF estimates that the City contains 59,399 housing units, of which 57,220 are occupied. The Project is not expected to directly affect the housing availability within the City since the Project does not directly or indirectly propose the creation of new housing stock within the City or renovations to existing housing units are included as objectives. As well, the warehouses would not create an increase in the City's population and therefore would not prompt the creation of additional housing stock. A historically significant building on the western border of the Project site along Baker Avenue, originally used for residential purposes, would no longer be used for housing. The building is currently vacant and

[1] California Department of Finance. (2019). *Table 2:E-5 City/County Population and Housing Estimates, 1/1/2019.* Sacramento, CA: Department of Finance

[2] California Employment Development Department. (2019). *Local Area Unemployment Statistics (LAUS).* Retrieved from: https://data.edd.ca.gov/Labor-Force-and-Unemployment-Rates/Local-Area-Unemployment-Statistics-LAUS-/e6gw-gvii/data

without tenants. The building's final use would be at the discretion of the City, although it is currently being proposed as a community center. Indirectly, the Project could affect housing stock due to the expansion of the City's economic potential.

Would the Project remove obstacles to population growth? NO

The Project site is currently disturbed and developed with commercial/industrial structures and a few vacant legal nonconforming residential structures. The existing structures would be removed along with other infrastructural developments such as existing driveways and radio towers. The removal of the existing structures would not induce population growth since they would be replaced with the proposed warehouse facilities. Additionally, the General Plan designation for the entire Project is Neo-Industrial Employment District which would not allow for residential development without a zone change or General Plan Amendment to a residential designation. The Zoning Map Amendment (ZMA) sought by the Project would modify the zoning for Building 2 and Building 3 from Neo-Industrial (NI) to Industrial Park (IP) to provide a lower intensity of potential uses adjacent to the residentially zoned properties to the west and north of the site. This change would not extend beyond the Project site and would therefore impact population growth beyond the direct effects of the Project.

The Project's development is localized to the Project site. The development of the Project would include the expansion of utility facilities such as electricity and water connections, as well as the installation of a 66"- 78" public storm drain line that will run along the southern border of the site and cross Vineyard Avenue to connect to the Cucamonga Channel. The new utilities would be unlikely to affect City population since their development was anticipated in the Master Storm Drain Plan and construction of these improvements was anticipated with the future redevelopment of the site. Additionally, the improvements would serve the existing residence and businesses in the City and improve services to these facilities. The land uses and future build out was also analyzed in the General Plan and construction of the new infrastructure would not amend the land use or increase density on the parcels adjacent or north of the Project site. The improvements would upgrade the existing conditions and completed this section of the storm drain facilities. Roadway improvements included in the Project would include the improvements to the intersections around the Project site to increase circulation movement and to improve traffic demands as identified in the TIA and VMT analysis for the Project (*Appendix J*) and to improve access points such as driveways and the surrounding gutter system. Substantial upgrades to the roadway system outside of the general Project area, which would promote further development are not included in the Project design.

Would the Project require the construction of new or expanded facilities that could cause significant environmental effects? NO

The Project site has been previously disturbed and developed with commercial/industrial uses and legal nonconforming residential uses. These uses would have required utility and infrastructure improvements in order to function. The development of the entire Project site has the potential to create some significant environmental effects. However, any effects that projected or expected would be mitigated to remove or reduce their significance. In addition, the Project site would not require expansion of utilities or infrastructure outside the scope of the Project. Existing utility lines will be tied into within the surrounding roadways or associated rights-of-ways. The Project would include new infrastructure improvements to allow for the use of resources such as natural gas, electricity, and water. Improvements to the Project site's drainage system would also be included in the form of an updated

stormwater drainage system along the Project's southern boundary. The environmental impacts associated with the facility improvements associated with the Project have been analyzed in *Section 4.1* through *Section 4.19* of this Draft EIR. As concluded in those sections, no significant unavoidable impacts were discovered through the development of the Project. In the presence of potentially significant impacts, mitigation measures have been proposed which, when implemented, would further reduce potential impacts stemming from the Project's development to less than significant levels. Further, the Project would not require the expansion of utility facilities such as water treatment plants or landfills. Adequate capacity was concluded for each of those facilities.

Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

Construction activities for the Project site would be temporary in nature and properly mitigated in an effort to reduce their significance to the lowest possible levels. Activities associated with the operation of the Project site would be similar to those of other similar projects in the City. This includes daily commutes for passenger vehicles and material trucks. As well, the use of the facilities would require the use of energy for lighting, heating, and cooling. These activities and their potential impacts are fully discussed and analyzed within the analysis chapters of this Draft EIR. Refer to *Section 4.1* through *Section 4.19* of this Draft EIR. No cumulative impacts were discovered during the analysis of the Project. The design features and objectives of the Project do not encourage activities that would significantly affect the surrounding environment.

6.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Examples include: primary or secondary impacts of the Project that would generally commit future generations to similar uses (e.g., highway improvements that would provide access to a previously inaccessible area); uses of nonrenewable resources during the initial and continued phases of the Project (because a large commitment of such resources make removal or nonuse thereafter unlikely); and/or irreversible damage that could result from any potential environmental accidents associated with the Project.

Changes in Land Use Which Commit Future Generations

Impacts associated with the Project are largely less than significant with mitigation applied. The Project's potential impacts, though, would not commit future generations to similar uses. The Project does not involve heavy industrial uses that would leave the area unfit for human occupation or for redevelopment. Although the Project would be developed in a GI and IP land use zone, the Project does not actually propose uses beyond warehousing and office uses. No earthwork activities are beyond Project construction. The land on which the Project would be constructed, would be graded and developed for large scale buildings. Development of the Project would constitute a long-term commitment to these uses, as it is unlikely that circumstances would arise that would justify the return of the land to its original or prior condition.

Consumption of Non-Renewable Resources

A variety of resources, including land, energy, water, construction materials, and human resources would be irretrievably committed for the Project's initial construction, infrastructure installation, and connection to existing utilities and its continued operation and maintenance. Construction of the Project

would require the commitment of a variety of other non-renewable or slowly renewable natural resources such as lumber and other forest products, sand and gravel, asphalt, petrochemicals, including fossil fuels, and metals.

Fossil fuels would serve as energy sources during both Project construction and operations. Fossil fuels would be used by construction vehicles and heavy equipment during the construction period and by vehicles and equipment used during Project operations. Though the Project would endeavor to utilize fossil fuels efficiently, their use would be vital for construction and operations activities, making their nonuse unlikely. By nature, fossil fuel consumption cannot be replaced once used. However, fossil fuels would not be stored on the Project site in such a way that they could not be removed at the end of the Project's life. Some construction and operational equipment such as forklifts may be electrified and therefore not rely on fossil fuels. Other vehicles and equipment used by the Project in both construction and operational phases would utilize fossil fuels.

The Project would also require the commitment of land on which the Project would be developed for industrial use. The land was previously disturbed by vacant industrial, office, and residential buildings, and an existing cell tower. The land would be occupied by three warehouse buildings, drive aisles, surface parking, and landscaping. These structures and improvements would be able to be removed at the end of the Project's life if needed. None of the proposed improvements are incapable of removal or nonuse after the end of the Project. The Project would also include a Zoning Map Amendment and a Parcel Map which would consolidate the Project site into four parcels and rezone multiple parcels along the western border and interior of the Project site from a Neo-Industrial (NI) zoning to Industrial Park (IP). Although changes to the parcels are designed to remain for the life of the Project and beyond, these changes may be amendable by future uses beyond the life of the Project.

Irreversible Damage from Environmental Accidents

The Project is intended to develop three warehousing facilities and is not anticipated to release hazardous materials into the environment. The operations of the proposed warehouses would involve the use of limited hazardous materials and substances; notably cleaners, paints, solvents, fertilizers, and pesticides. The Project would also comply with any relevant environmental policy regarding the storage and disposal of hazardous materials. Through this compliance the Project would minimize the potential for any environmental impacts due to accidental discharges. Mitigation measures have also been proposed to further prepare for potential accidents including the preparation of a Hazardous Materials Risk Management Plan to manage the usage and storage of hazardous materials on site. With the addition of mitigation and compliance with federal, state, and regional regulations and laws, the Project is not expected to produce accidents that would pose an irreversible risk to the surrounding environment.

Consumption of Resources Not Justified

The Project would comply with any applicable federal, state, and local regulation and law regarding the use of resources during both construction and operations. The Project design has also incorporated the preservation of the City of Rancho Cucamonga's (City) historical resources by including plans to renovate a historical building along the western border of the Project site for use as a community center. The resources consumed by the Project would also include water, electricity, natural gas, and fossil fuels.

The estimated water demand for the Project was calculated using average estimates for similar uses according to the water provider, Cucamonga Valley Water District (CVWD). Buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24. The estimated energy and natural gas usage rates are based on averages provided by the California Emissions Estimator Model (CalEEMod). The energy associated with Project construction includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. None of the Project energy uses exceed one percent of their corresponding County use. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. A more detailed analysis of the effects the Project would have on energy is addressed in *Section 4.*6*, Energy* of this Draft EIR. The Project was also determined to produce a less than significant impact to public services such as police and fire protection.

6.4 MANDATORY FINDINGS OF SIGNIFICANCE

State CEQA Guidelines Section 15065(a)(1)-(4) requires preparation of an EIR when certain specified impacts may result from construction or implementation of a project. The EIR conclude a finding of significance if the Project:

Has the potential to*: substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.*

A finding of significance is determined if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the CEQA Guidelines as "a substantial or potentially adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

An EIR has been prepared for the Project, which fully addresses all of the Mandatory Findings of Significance. This Draft EIR in its entirety addresses and discloses all known potential environmental effects associated with the development of the Project including direct, indirect, and cumulative impacts in the following resource areas:

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

All environmental impacts associated with the Project are discussed fully in the analysis chapters of this Draft EIR. As well, any significant impacts stemming from the Project would be mitigated to levels that are less than significant. A summary of all potential environmental impacts, level of significance and mitigation measures is provided in *Section 1.0, Executive Summary*.

Endemic and endangered animals within California and the Project's potential effect on those species are fully discussed in *Section 4.4, Biological Resources* of this Draft EIR. The section found that the Project site had a low capability to harbor special status plants and animals. Nevertheless, mitigation was proposed in the section to further reduce the risk to special status species.

Section 4.5, Cultural Resources of the Draft EIR analyzed the potential historic and prehistoric resource impacts that could occur due to the implementation of the Project and found no recorded historic or prehistoric resources in the Project site beyond a historically significant building on the western border. The historically significant building would be preserved on-site and would be restored consistent with the Secretary of Interior Standards and consistent with the City of Rancho Cucamonga's Certificate of Appropriateness requirements. Further, mitigation proposed within the section would include the retainment of a professional archaeologist and paleontologist to further minimize potential effects to the City's historical and prehistorical resources. The mitigation presented in the section further lowered the significance of the potential impacts to less than significant levels.

The Project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

The Project would occupy an area previously used by industrial, office and residential purposes. The development of the Project would not only be consistent with the City's General Plan, but also with the existing uses of the Project area. Further, the Project includes the retention of a historically significant building on-site along the western border. The preservation of the historically significant building would allow the City's to retain it as a historical resource as it continues to develop in the future.

Section 6.3, Significant Irreversible Environmental Changes, of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, *Section 1.0*, *Executive Summary*, identifies all significant and unavoidable impacts that could occur that would result in a long-term impact on the environment. Lastly, *Section 6.2*, *Growth-Inducing Impacts of the Proposed Action*, identifies any long-term environmental impacts associated with economic and population growth that are associated with the Project.

The Project has possible environmental effects that are individually limited but cumulatively considerable.

State CEQA Guidelines Section 15065(a)(3) defines "cumulatively considerable as times when "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The Project site would result in impacts at the project level that were found to have no impact, be less than significant, or be less than significant with mitigation. This Draft EIR provides a cumulative impact analysis only for all thresholds that result in a less than significant impact, a potentially significant impact unless mitigated, or a significant and unavoidable impact. Cumulative impacts are addressed for each of the environmental topics listed above and are provided in *Section 4.1* through *Section 4.19* of this Draft EIR.

The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

As required by Section 15065(a)(4) of the CEQA Guidelines, "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly." Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This standard relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could directly or indirectly affect human beings would be possible in all of the CEQA issue areas previously listed, those that could directly affect human beings include aesthetics, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, land use and planning, public services and utilities, transportation/traffic, water resources, wildfire hazards, and climate change, all of which are addressed in the appropriate sections of this Draft EIR; refer to Table of Contents for specific section numbers.

The Project has the potential to create impacts that could cause adverse effects on human beings. The majority of these effects are created during the construction phase of the Project. All effects of the Project site would be temporary in nature and would occur over the relatively short-term construction phase. Direct impacts to humans during the construction phase as well as effects associated with operation of the Project site would be less than significant or would be mitigated to less than significant levels. Mitigation measures created for the potential impacts of the Project are detailed in *Section 4.1* through *Section 4.19* of this Draft EIR. Similarly, any operational impacts foreseen for the Project would be mitigated to their lowest amount of significance. No significant impacts were found in the analysis of the Project after implementation of mitigation.

6.5 REFERENCES

California Department of Finance. (2019). *Table 2:E-5 City/County Population and Housing Estimates, 1/1/2019.* Sacramento, CA: Department of Finance

California Employment Development Department. (2019). *Local Area Unemployment Statistics (LAUS).* Retrieved from: https://data.edd.ca.gov/Labor-Force-and-Unemployment-Rates/Local-Area-Unemployment-Statistics-LAUS-/e6gw-gvii/data

7.0 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

Pursuant to Section 15128 of the State CEQA Guidelines, "an EIR shall 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."

A Notice of Preparation was circulated for the Project by the Lead Agency, the City of Rancho Cucamonga. It was determined that detailed discussion and analysis for all environmental resource areas included in the State CEQA Guidelines, Appendix G would be evaluated in this Draft EIR. Therefore, an Initial Study was not prepared for the Project.

The potential environmental impacts associated with the Project are discussed in *Sections 4.1* through *4.19* of this Draft EIR. As identified through the analysis, and summarized in *Section 1.0, Executive Summary* of this Draft EIR, the Project would result in less than significant impacts, or less than significant impacts with incorporation of project-specific mitigation measures for all resource areas as analyzed in this Draft EIR.

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8.0 EIR CONSULTATION AND PREPARATION

The following persons contributed to the preparation of this EIR. This section is consistent with the requirements set forth in § 15129 of the State CEQA Guidelines.

8.1 EIR CONSULTATION

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PUBLIC AGENCIES/ORGANIZATIONS

State of California

California Air Resources Board – San Bernardino County Air Quality Management District – Fugitive Dust Control Plan, Authority to Construct, Permit to Operate, any other permits as necessary.

Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB):

- General Construction Stormwater Permit [Preparation of a Storm Water Pollution Prevention Plan (SWPPP).

California Department of Fish and Wildlife (CDFW)

- Approval of a streambed authorization agreements pursuant to Section 1602 of the California Fish and Game Code.

Other Agencies

San Bernardino County Flood Control District

- Approval of modifications to existing drainage facilities.

United States Army Corps of Engineers (USACE)

- Approval of permits under Section 404 of the Clean Water Act to alter Waters of the United States.
- Approval of permits under Section 408 through the Civil Works program for the alteration of a Civil Works project.

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(Water Supply Assessment)

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Contact: *(909) 982-4601*

Noise

Kimley-Horn & Associates, Inc.

(Acoustical Assessment)

Address: *765 The City Drive, Suite 200, Orange, CA 92868*
Contact: *Ace Malisos*

Transportation

Kimley-Horn & Associates, Inc.

Address: *401 B Street, Suite 600, San Diego, CA 92101*
Contact: *Leo Espelet*