

# Draft Environmental Impact Report

SCH No. 2020100056

## Bridge Point Rancho Cucamonga Project

City of Rancho Cucamonga, California



**City of Rancho Cucamonga**  
10500 Civic Center Drive  
Rancho Cucamonga, CA 91730

Public Review Draft | May 2021

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Appendix A:	NOP and NOP Comment Letters
Appendix B1:	Air Quality Impact Analysis
Appendix B2:	Health Risk Assessment
Appendix B3:	Construction Health Risk Assessment
Appendix B4:	Supplemental Assessment (Air Quality, Greenhouse Gas Emissions, Energy and Health Risk)
Appendix C1:	Habitat Assessment
Appendix C2:	Tree Survey Report
Appendix C3:	6th Street At-Grade Crossing Habitat Assessment
Appendix D:	Cultural Resources Assessment
Appendix E:	Energy Analysis
Appendix F:	Geotechnical Investigation
Appendix G:	Paleontological Resources Assessment
Appendix H:	Greenhouse Gas Analysis
Appendix I1:	Phase I Environmental Site Assessment
Appendix I2:	Subsurface Investigation and Clarification Letter Regarding Historical Agricultural Chemicals
Appendix I3:	Asbestos Sampling Report
Appendix J1:	Preliminary Water Quality Management Plant (WQMP)
Appendix J2:	Preliminary Hydrology Report
Appendix K1:	Noise Impact Analysis
Appendix K2:	Supplemental Noise Assessment
Appendix L1:	Vehicular Miles Traveled (VMT) Analysis
Appendix L2:	Traffic Data Memorandum
Appendix M:	Water Supply Assessment (WSA)

## ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

<u>Acronym</u>	<u>Definition</u>
§	Section
a.m.	Ante Meridiem (between the hours of midnight and noon)
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AB 52	Native Americans: California Environmental Quality Act
AB 32	GHG Emission Reduction bill (2006)
AB 197	Companion Bill to AB 32, reduce CA statewide GHG emissions
AB 341	Mandatory Commercial Recycling Program
AB 1493	Pavely Fuel Efficiency Standards
AB 1327	California Solid Waste Reuse and Recycling Act
AB 939	California Solid Waste Integrated Management Act
AC	Asphalt Concrete
ACMs	Asbestos Containing Materials
ACWM	Asbestos-Containing Waste Materials
ADA	Americans with Disabilities Act
ADOE	Archaeological Determinations of Eligibility
ADT	Average Daily Traffic
AF	Acre-feet
AFY	Acre Feet per Year
AIA	Airport Influence Area
AIC	Archeological Information Center
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
AOU	American Ornithologists' Union
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
AST	Aboveground Storage Tank
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
BAAQMD	Bay Area Air Quality Management District
BACM	Best Available Control Measure
bgs	Below Ground Surface
BMPs	Best Management Practices
BNSF	Burlington Northern Santa Fe
BTU	British Thermal Units
CA	California

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CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod™	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen Code	California Green Building Standards Code
Cal Pub Res. Code §42911	California Solid Waste Reuse and Recycling Act of 1991
Caltrans	California Department of Transportation
CAPP	Community Air Protection Program
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CBSC	California Building Standards Code
CCR	California Code of Regulations
CCAA	California Clear Air Act
CCCC	California Climate Change Center
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFCs	Chlorofluorocarbons
C2F6	Hexafluoroethane
CF4	Tetrafluoromethane
CF3CH2F	HFC-134a
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CFGC	California Fish and Game Code
C2H6	Ethane
CH4	Methane
CH3CHF2	HFC-152a
CHF3	HFC-23
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
COG	Council of Governments
CO2	Carbon Dioxide
CO2e	Carbon Dioxide Equivalent
COHb	carboxyhemoglobin
CPUC	California Public Utilities Commission
CREC	Controlled Recognized Environmental Conditions
CSU	California State University
CTR	California Toxic Rule

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CUPA	Certified Union Program Agency
CWA	Clean Water Act
CWC	California Water Code
dB	Decibel
dBA	A-weighted Decibels
DIF	Development Impact Fee
DOC	California Department of Conservation
DOE	Determination of Eligibility
DOF	California Department of Finance
DOSH	Division of Occupational Safety and Health
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
E+P	Existing plus Project Conditions
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ESA	Endangered Species Act
et seq.	et sequentia, meaning "and the following"
F	Fahrenheit
FAA	Federal Aviation Administration
FAR	floor area ratio
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gas
GIS	Geographic Information System
GPA	General Plan Amendment
gpd	Gallons per Day
gpm	Gallons per minute
GWP	Global Warming Potential
H2O	Water Vapor
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan

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HFCs	Hydrofluorocarbons
HMBEP	Hazardous Materials Business Emergency Plan
HMTA	Hazardous Materials Transportation Act
HREC	Historic Recognized Environmental Conditions
HSC	Health and Safety Code
HSWA	Federal Hazardous and Solid Waste Amendments
HWCL	Hazardous Waste Control Law
I	Interstate
i.e.	that is
IEUA	Inland Empire Utilities Authority
IPCC	Intergovernmental Panel on Climate Change
IRWMP	Integrated Regional Water Management Plan
ITE	Institute of Transportation Engineers
IWMA	Integrated Waste Management Act
JPA	Joint Powers Authority
kg	kilogram
kWh	kilowatt-hour
LBP	Lead based paint
LCFS	low carbon fuel standard
LED	light-emitting diode
Leq	equivalent continuous sound level
LOS	Level of Service
LRA	Local Responsibility Areas
LSTs	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MEISC	maximally exposed individual school child
MEIR	maximally exposed individual receptor
MEIW	maximally exposed individual worker
MGD	million gallons per day
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMTs	million metric tons
MMTCO <sub>2</sub> e	million metric tons of carbon dioxide equivalent
Mph	Miles per hour
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MTCO <sub>2</sub> e	Metric Tons of Carbon Dioxide Equivalent
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District

n.d.	no date
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Community Conservation Planning
NIOSH	National Institute for Occupational Safety and Health
NO <sub>2</sub>	Nitrogen Dioxide
NO <sub>X</sub>	Nitrogen Oxides
N <sub>2</sub>	Nitrogen
N <sub>2</sub> O	Nitrous Oxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NTR	National Toxic Rule
O <sub>2</sub>	Oxygen
O <sub>3</sub>	Ozone
OCP	Organochlorine Pesticides
OEHHA	Office of Environmental Health Hazard Assessment
ONT	Ontario International Airport
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Assessment
Ord.	Ordinance
Pb	Lead
PCBs	Polychlorinated biphenyls
PCEs	Passenger Car Equivalents
PFCs	Perfluorocarbons
p.m.	Post Meridiem (between the hours of noon and midnight)
PM	Particulate Matter
PM <sub>2.5</sub>	Fine Particulate Matter (2.5 microns or smaller)
PM <sub>10</sub>	Fine Particulate Matter (10 microns or smaller)
ppm	parts per million
PV	photovoltaic
RCRA	Resource Conservation and Recovery Act
Rd.	Road
REC	Recognized environmental Concerns
RivTAM	Riverside Transportation Analysis Model
RMS	root mean square
ROGs	Reactive Organic Gasses
RPS	Renewable Portfolio Standards
RSL	Regional Screening Level
RTP	Regional Transportation Plan



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RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
sf	square foot
SB	Senate Bill
SB 32	Statewide for California to reduce GHG emissions
SBCFPD	San Bernardino County Fire Protection District
SBCM	San Bernardino County Museum
SBCTA	San Bernardino County Transportation Authority
SCAG	Sothern California Association of Governments
SCAQMD	Southern Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCGC	Southern California Gas Company
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDG&E	San Diego Gas & Electric
SED	Socio-Economic Data
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
SLF	Sacred Lands Files
SMARTS	Stormwater Multiple Application and Report Tracking Systems
SNUR	Significant New Use Rule
SO2	Sulfur Dioxide
SoCAB	South Coast Air Basin
SOI	Sphere of Influence
SR	State Route
SRA	Source Receptor Area
SSC	Species of Special Concern
St.	Street
STC	Sound Transmission Class
SWPPP	Storm Water Pollution Prevention Plan
SWIS	Solid Waste Landfill Sites
SWRCB	State Water Regional Control Board
TAC	Toxic Air Contaminants
TAZ	Traffic Analysis Zones
TDM	Transportation Demand Management
TERPS	Terminal Instrument Procedures
TGD	Technical Guidance Document for Water Quality Management Plans
T+M	Transportation + Mobility

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TMDL	Total Maximum Daily Loads
TPA	Transit Priority Area
TRU	Transportation Refrigeration Units
TSCEA	Toxic Substance Control Act
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Society
U.S.	United States
USTs	Underground storage tanks
UWMP	Urban Water Management Plan
VdB	Decibel Notation
VEC	Vapor Encroachment Condition
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
vph	Vehicles Per Hour
WDR	Water discharge report/ requirements
WQMP	Water Quality Management Plan
WRRRA	Water Reuse and Recycle Act
WSA	Water Supply Assessment
ZE/NZE	Zero- and Near-Zero Emission

## 1.0 EXECUTIVE SUMMARY

### 1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) (California Public Resources Code, Sections 21000 et seq.) requires that lead agencies consider the potential environmental consequences of projects over which they have discretionary approval authority prior to taking approval action on such projects. An Environmental Impact Report (EIR) is a public document designed to provide local and State government agency decision-makers, special districts, and the public with an analysis of potential environmental consequences to support informed decision making.

The City of Rancho Cucamonga is the Lead Agency under CEQA and is responsible for preparing the EIR for the proposed Bridge Point Rancho Cucamonga Project (herein referred to as the “Project”). The City, as the Lead Agency, will review and consider this Draft EIR in its decision whether to approve the Project. This Draft EIR was prepared pursuant to the requirements of CEQA and the Guidelines for the Implementation of CEQA (CEQA Guidelines) (Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.) and identifies, analyzes, and mitigates to the extent feasible, the potential environmental effects associated with the construction and implementation of the Project. The City, as the Lead Agency, will review and consider the Draft EIR and the Final EIR in its decision to approve, revise, or deny the Project.

A summary of the Project is provided in Section 1.3, Project Description, below; a complete description of the Project is provided in Section 3.0, Project Description, of this Draft EIR. This document focuses on those environmental impacts identified as potentially significant in the Notice of Preparation (NOP) completed for this Project (refer to Section 2.3, EIR Scope, Format, and Content, and the NOP included in Appendix A of this Draft EIR). In addition to the analysis of the Project impacts and identification of potentially significant environmental impacts, this Draft EIR identifies appropriate, feasible Project-specific mitigation measures and discusses potential alternatives to the Project and the ability of alternatives to reduce or eliminate impacts.

The City of Rancho Cucamonga has reviewed and revised, as necessary, all submitted drafts, technical studies, and reports for consistency with City policies and requirements and this Draft EIR reflect its own independent judgment. Preparation of this Draft EIR included reliance on appropriate City technical personnel and review of all technical subconsultant reports.

This Executive Summary was prepared in accordance with Section 15123 of the State CEQA Guidelines, which states that an EIR should contain a brief summary of the proposed actions and its consequences and should identify: 1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the Lead Agency including issues raised by agencies and the public; and 3) issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects.

## **1.2 PROJECT LOCATION AND SETTING**

The approximately 91.4-acre Project site<sup>1</sup> is located at located at 12434 4<sup>th</sup> Street in the City of Rancho Cucamonga, San Bernardino County, California. The Project site is bound by 4<sup>th</sup> Street to the south (which is also the jurisdictional boundary between the City of Rancho Cucamonga and the City of Ontario) and 6<sup>th</sup> Street to the north, and generally located between Etiwanda Avenue to the east and Santa Anita Avenue to the west. Access to the Project site is provided from existing driveways along 4<sup>th</sup> Street and 6<sup>th</sup> Street. The Project site is located approximately 0.5-mile east of Interstate (I)-15 and 0.7-mile north of I-10. The Project site's location is shown on Figure 3-1 of this EIR.

The southern portion of the Project site is currently developed with an approximately 23,240-square-foot (sf) retail building and an approximately 1,431,000 sf warehouse building (includes a 58,000-sf mezzanine), which were occupied by Big Lots until February 2020. Truck trailer parking surrounds the existing warehouse building and loading docks are located on the east and south sides of the buildings. There is ornamental landscaping, including heritage trees, throughout the site, primarily along the Project site's frontage with 4<sup>th</sup> Street. Additionally, there are existing surface parking lots (auto and truck trailer) and vacant land (previously a vineyard) in the northern portion of the Project site.

The Project site is relatively flat and does not contain, nor is it adjacent to any steep natural or manufactured slopes. Although the Project site was previously occupied by a vineyard, there is no Farmland or any agricultural use remaining on the Project site. The Project site is classified as "Urban and Built-Up Land" by the California Department of Conservation. There are no native plant communities or natural communities of special concern observed on or adjacent to the Project site. The Project site does not have suitable habitat to support sensitive plant or wildlife species nor does the Project site support Delhi Sand soils needed for the Delhi Sands flower-loving fly. The entire Project site was disturbed by previous development and agricultural activities. There are no historic resources located on the Project site, and the Guasti Historic District is approximately 3.5 miles southwest of the Project site. Additionally, no archaeological, tribal cultural, or paleontological resources are known to be present on the Project site.

With respect to local planning considerations, the Project site's General Plan land use and zoning designations are Heavy Industrial in the northern portion of the site and General Industrial in the southern portion of the site.

The Project site is surrounded by developed areas that are designated for Heavy Industrial and General Industrial land use designations and zone classifications. A Southern California Edison (SCE) facility is located to the north of the Project site (across 6<sup>th</sup> Street). The San Bernardino County West Valley Detention Center (a short-term County jail facility) is located to the east (west of Etiwanda Avenue). South of the Project site, across 4<sup>th</sup> Street, are light industrial/warehouse uses in the Crossroads Business Park Specific Plan area of the City of Ontario. There are no residential uses in the Project vicinity.

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<sup>1</sup> The Project site comprises tax Assessor Parcel Numbers (APNs) 0229-283-50 and -51.

### **1.3 PROJECT DESCRIPTION**

As described in Section 3.0 of this Draft EIR, the Project involves removal of existing structures, landscaping, and associated improvements on the Project site, and redevelopment of the Project site with two new contemporary industrial warehouse buildings (Building 1 and Building 2). The new buildings would be high-cube warehouses primarily used for the storage and/or consolidation of manufactured goods, with a maximum height of 50 feet. The total building area would be approximately 2,175,000 sf. There would be approximately 2,136,200 sf of ground level floor space and approximately 33,230 sf of mezzanine, which could be used for ancillary office or warehouse space. Building 1 would include approximately 1,422,500 sf of floor area (approximately 25,000 sf of ancillary office space and 1,397,500 sf of warehouse space), and Building 2 would include approximately 752,500 sf of floor area (approximately 16,000 sf of ancillary office space and 736,500 sf of warehouse space).

For purposes of analysis in this Draft EIR, and as further discussed in Section 3.0, based on the proposed building design/site plan and associated parking layout, it is assumed that 90% of the building square footage would be operated as a high-cube non-sort fulfillment center warehouse and the remaining 10% would be operated as a high-cube cold storage warehouse. A high-cube sort fulfillment center warehouse is not proposed as part of the Project, and the site plan as proposed does not support this on-site use. Nevertheless, to provide a conservative analysis, this Draft EIR also analyzes, where applicable, the operational impacts resulting from replacement of the non-sort fulfillment center use with a sort fulfillment center use.

Access to the Project would be provided from access driveways along 4<sup>th</sup> Street, 6<sup>th</sup> Street, and a new public roadway (Street A), which would be constructed as part of the Project. Street A would be classified as an Industrial Collector (66-foot full-width right-of-way). The Project would also involve improvements to 4<sup>th</sup> Street and 6<sup>th</sup> Street along the Project site frontage (remove and replace the curb and gutter, and grind and overlay the asphalt concrete pavement). Additionally, the City's General Plan anticipates completion of 6<sup>th</sup> Street between Santa Anita Avenue and Etiwanda Avenue. The Project does not require this connection for operations (i.e., implementation of this at-grade crossing is not required from a CEQA perspective to address any traffic deficiencies resulting from the Project). Nevertheless, for CEQA purposes implementation of the crossing by the Project Applicant has been analyzed in this Draft EIR. Portions of this crossing are outside the control of the City of Rancho Cucamonga and the Project Applicant, as the improvement would require Burlington Northern Santa Fe (BNSF) Railway and California Public Utilities Commission (CPUC) approval.

The Project site is within a Transit Priority Area<sup>2</sup> (TPA) and would include improvements to 4<sup>th</sup> Street and 6<sup>th</sup> Street along the Project site's frontage to facilitate the use of transit and non-vehicular circulation (removal and replacement of the existing sidewalk and the installation of Class II bikeways adjacent to the Project site). A sidewalk would also be installed along the west side of proposed Street A. Exterior short-term and long-term bicycle parking would be provided at each building near the

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<sup>2</sup> A Transit Priority Area is defined as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor, as further described in Section 4.13, Transportation, of this Draft EIR.

office areas. There are bus stops on the north and south side of 4<sup>th</sup> Street in the vicinity of the Project; the bus stops on the north side of 4<sup>th</sup> Street adjacent to the Project site would be retained.

Walls and fences would be installed on-site for security and screening. The Project also requires the installation of retaining walls in certain locations. Additional improvements associated with the Project include, but are not limited to, surface parking areas (automobile and truck trailer spaces), vehicle drive aisles, landscaping, storm water quality/storage, utility infrastructure, exterior lighting, and signage.

Upon Project approval, and for purposes of analysis in this Draft EIR, it is anticipated that the construction of the Project would be initiated in 2021 and be complete by 2022. Based on the conceptual grading plan, earthwork would balance on-site. The depth of excavation would vary for the Project components, but would likely extend to maximum depths of up to 26-feet below the ground service (bgs) for installation of the Project's infrastructure (i.e., infiltration vaults).

With respect to operations, it is anticipated the buildings would operate 24-hours per day, 7 days per week. The number of employees generated by the Project would be dependent on the future businesses that occupy the proposed buildings. However, based on employment generation factors presented in the Rancho Cucamonga General Plan, it is estimated the Project would generate approximately 1,479 employees. This is a net increase of 277 employees compared to the number of employees that would be generated with occupation of the existing buildings.

Approval actions required from the City to implement the Project are listed in Table 3-4, Project Related Approvals/Permits, in Section 3.0, and include: (1) adoption of a General Plan Amendment to change the land use designation for the northern portion of the Project site from Heavy Industrial to General Industrial; (2) adoption of a Zoning Map Amendment to change the zoning designation for the northern portion of the Project site from Heavy Industrial to General Industrial; (3) approval of a Tentative Parcel Map to subdivide the Project site, which is currently a single legal parcel, into two parcels to accommodate the proposed buildings (Buildings 1 and 2); (4) approval of a Site Plan and Architectural review for site, architectural plans, and landscape plans; (5) a Tree Removal Permit for the removal of heritage trees on-site; and, (5) certification of the Final EIR. Additionally, the Project Applicant is requesting adoption of a Development Agreement. In addition, discretionary and/or administrative actions listed in Table 3-4 may be necessary from other government agencies to fully implement the Project, including: the CPUC, State Water Resources Control Board, South Coast Air Quality Management District, City of Ontario, BNSF, and utility service providers.

### **1.3.1 PROJECT ALTERNATIVES**

Section 15126.6(a) of the CEQA Guidelines requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, that could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. As demonstrated through the analysis presented in Section 4.1 through Section 4.15 of this Draft EIR, the Project would not result in any significant and unavoidable impacts. The Project's potential impacts are less than significant with adherence to regulatory requirements and implementation of Project-level mitigation measures. However, Section 5.0, Alternatives, of this Draft

EIR addresses alternatives to the Project focusing on reducing potentially significant impacts that are reduced to a level considered less than significant with mitigation.

Section 5.0 provides descriptions of each alternative, a comparative analysis of the potential environmental effects of each alternative to those associated with the Project, and a discussion of each alternative's ability to meet the Project objectives. Following is a summary description of the alternatives evaluated in this EIR. For a more detailed discussion of these alternatives and the relative impacts associated with each alternative compared to the Project, refer to Section 5.0, Alternatives.

- **No Project/No Action Alternative.** Under this alternative, the existing warehouse building, retail building, and associated facilities on the Project site would be retained, but they would remain vacant with no associated operations.
- **No Project/No Development Alternative – Reuse of Existing Buildings.** Under this alternative, it is anticipated that the existing warehouse building, retail building, and associated facilities on the Project site would be retained and reoccupied for use that is consistent with uses that are allowed by-right pursuant to Section 17.30, Allowed Land Use by Base Zoning District, of the City's Development Code. Big Lots vacated the Project site in February 2020 and the buildings are currently vacant. It is expected that, depending on the type of use that would occupy the existing buildings, tenant improvements would be needed to accommodate reuse of the buildings; however, these improvements would not require approval of discretionary actions. With respect to roadway and utility infrastructure, existing circulation patterns would be maintained, and existing utility infrastructure would continue to serve the site. This alternative would not involve implementation of the roadway and infrastructure improvements proposed as part of the Project, including construction of a public roadway that would be implemented with the Project (Street A), and construction of an at-grade crossing of 6<sup>th</sup> Street at the railroad tracks.
- **Existing Warehouse and Additional Parking Alternative.** Under this alternative, the existing 1,431,000 sf warehouse building would be retained and operated as a warehouse, and the underutilized northern portion of the Project site would be developed with 530 new trailer stalls. The existing retail building and landscaping would be removed and this area would be redeveloped with surface parking. Additionally, truck trailer parking would continue to be provided east of the warehouse building. This alternative assumes that the existing circulation patterns would be maintained and existing utility infrastructure would continue to serve the site. This alternative would include the replacement of existing sidewalks on 4<sup>th</sup> Street and 6<sup>th</sup> Street and implementation of on-street bikeways along these roadways. Additionally, this alternative would involve the construction of the northern portion of Street A, which would terminate with a cul-de-sac before extending into the southern portion of the site, and the retention of the existing rail spur.

The Existing Warehouse and Additional Parking Alternative would be consistent with the existing land use and zoning designations for the Project site, and associated development standards. Therefore, a General Plan amendment, and Zoning Map amendment would not be

required. Further, it is not anticipated that the Project Applicant would enter into a Development Agreement with the City. Other approvals required for the Project would also be required for this alternative.

- **Existing Warehouse and Additional Warehouse Alternative.** Under this alternative, the existing 1,431,000 sf warehouse building on the Project site would be retained and would continue to operate as a warehouse, the existing retail building would be removed, and the underutilized northern portion of the Project site would be developed with a new 713,200 sf warehouse building and associated parking facilities. Collectively, with the existing warehouse building and additional warehouse, this alternative would have 2,144,200 sf of building space. This alternative assumes that existing circulation patterns would be maintained and existing utility infrastructure would continue to serve the site. This alternative would include the replacement of existing sidewalks on 4<sup>th</sup> Street and 6<sup>th</sup> Street, and the implementation of on-street bikeways along these roadways. The existing on-site rail spur would be retained. Additionally, this alternative would involve the construction of the northern portion of Street A, which would terminate with a cul-de-sac before extending into the southern portion of the Project site. This Alternative would also include the construction of an at-grade crossing of 6<sup>th</sup> Street at the railroad tracks, as proposed with the Project.

The Existing Warehouse and Additional Warehouse Alternative would involve uses allowed by the existing land use and zoning designations for the Project site. However, as with the Project, a General Plan amendment and Zoning Map amendment would be required for the northern portion of the Project site, changing the designation from Heavy Industrial to General Industrial. Other approvals required for the Project would also be required for this alternative.

As required by CEQA, Section 5.0 also identifies alternatives considered but eliminated from detailed analysis, and the environmentally superior alternative. Alternatives considered and not carried forward for detailed analysis in this EIR include an alternative site and an alternative redevelopment project on-site. The Existing Warehouse and Additional Parking Alternative would be the environmentally superior alternative to the Project due to the reduction in construction activities, and reductions in overall building space.

#### **1.4 ISSUES TO BE RESOLVED**

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With respect to the Project, the key issues to be resolved include decisions by the City of Rancho Cucamonga as the Lead Agency, as to:

- Whether this environmental document adequately describes the potential environmental impacts of the Project.
- Whether the recommended mitigation measures should be modified and/or adopted.



- Whether there are other mitigation measures that should be applied to the Project besides those identified in this EIR.
- Whether there are any alternatives to the Project that would substantially lessen any of its significant impacts while achieving most of the basic Project objectives.

## **1.5 AREAS OF CONTROVERSY**

Section 15123(b)(2) of the State CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public. This EIR has taken into consideration the comments received from the public and various agencies in response to the NOP and a public scoping meeting. Written comments received during the NOP and scoping period are contained in Appendix A of this Draft EIR. Environmental issues that have been raised during opportunities for public input on the project are summarized in Section 2.3, Scope of this Draft EIR, and are addressed in each relevant issue area analyzed in Section 4.1 through Section 4.15 of this Draft EIR.

Based on input received from the public during the scoping process, there are no areas of controversy known to the City at this time.

## **1.6 SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS**

Table 1-1, Summary of Environmental Impacts for the Project, presents a summary of the environmental impacts resulting from the Bridge Point Rancho Cucamonga Project. Table 1-1 addresses those topical issues and associated thresholds for which it was determined in the NOP that impacts would be potentially significant and Project-level analysis is provided in this EIR. Topics for which it was determined that no further analysis is required in this EIR are discussed in Section 6.0, Other CEQA Considerations, and include: agriculture and forestry resources, mineral resources, public services, recreation, and wildfire.

The environmental issues areas identified for study for this EIR include: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, transportation, tribal cultural resources, utilities and service systems. The potential Project and cumulative impacts for these topical issues are addressed in Section 4.0 of this EIR and were determined to be less than significant. Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 6.0.

For each environmental topic, Table 1-1 identifies mitigation measures for impacts determined to be potentially significant. Project-specific mitigation measures are required to reduce potentially significant impacts for the following topical issues: air quality (construction-related emissions), cultural resources, geology and soils (paleontological resources), noise (construction-related), and tribal cultural resources. The potential Project and cumulative impacts for these topical issues are addressed in Section 4.0 of this EIR and were determined to be less than significant with

implementation of Project-specific mitigation measures and regulatory requirements applicable to the Project and cumulative development.

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<b>4.1 Aesthetics</b>		
<p><b>Threshold 1.1:</b> The Project site is not within the viewshed of a City-designated view corridor. The implementation of the Project would not have a substantial adverse effect on a scenic vista resulting in a less than significant impact.</p>	<p><b>Regulatory Requirements</b>  RR 3-3 and RR 3-4 under Biological Resources shall apply.</p>	<p>Less than significant.</p>
<p><b>Threshold 1.2:</b> The Project site is not within a State scenic highway and is not in proximity to a State scenic highway. The Project does not have the potential to degrade scenic resources within a State scenic highway and no impacts would occur.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Threshold 1.3:</b> The Project site is within an urbanized area of the City of Rancho Cucamonga. As such, the analysis for this threshold is based on the review of the potential for the Project to conflict with applicable zoning and other regulations governing scenic quality. Project would not conflict with the applicable zoning and other regulations governing scenic quality, including Rancho Cucamonga Development Code standards and General Plan polices. No impact would occur.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Threshold 1.4:</b> The Project site is located in an urban area, which includes existing sources of light and glare. The Project involves redevelopment of the Project site and would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than significant.</p>
<b>4.2 Air Quality</b>		
<p><b>Impact 2.1:</b> The air quality plan applicable to the Project is the SCAQMD Final 2016 AQMP. The Project's net operational emissions would not exceed the applicable SCAQMD regional thresholds or LST thresholds, and the Project's construction and operational characteristics</p>	<p><b>Mitigation Measure</b>  <b>MM 2-1</b> Prior to grading permit and building permit issuance, the City of Rancho Cucamonga shall verify that the following applicable notes are included on the grading plans and building plans. Project</p>	<p>Less than significant with mitigation.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<p>would not exceed the assumptions in the AQMP. However, prior to mitigation the Project's construction-related emissions would exceed the SCAQMD regional thresholds for NO<sub>x</sub>. Thus, Project-related construction activities have the potential to 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 2016 AQMP, resulting in a potentially significant impact. With the implementation of MM 2-1, the Project would not conflict with the 2016 AQMP, and this impact would be less than significant.</p>	<p>contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction-site by City of Rancho Cucamonga staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.</p> <ul style="list-style-type: none"> <li>• During construction activity, Project construction contractors shall ensure that off-road diesel construction equipment complies with applicable California Air Resources Board (CARB) emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications.</li> <li>• The following off-road construction equipment shall be CARB Tier III certified or better, by construction phase as shown:                         <ul style="list-style-type: none"> <li>○ Demolition/Crushing:                                 <ul style="list-style-type: none"> <li>▪ Boom Lift</li> <li>▪ Concrete/Industrial Saws</li> <li>▪ Crusher</li> <li>▪ Skid Steer</li> </ul> </li> <li>○ Utilities/Infrastructure:                                 <ul style="list-style-type: none"> <li>▪ Trencher</li> </ul> </li> <li>○ Building Construction:                                 <ul style="list-style-type: none"> <li>▪ Forklifts</li> <li>▪ Generator Sets</li> <li>▪ Welders</li> </ul> </li> <li>○ Paving:                                 <ul style="list-style-type: none"> <li>▪ Pavers</li> <li>▪ Paving Equipment</li> <li>▪ Rollers</li> </ul> </li> <li>○ Architectural Coating                                 <ul style="list-style-type: none"> <li>▪ Air Compressors</li> </ul> </li> </ul> </li> </ul>	

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<ul style="list-style-type: none"> <li>• The following off-road construction equipment shall be CARB Tier IV Final certified or better, by construction phase as shown:                             <ul style="list-style-type: none"> <li>○ Demolition/Crushing:                                     <ul style="list-style-type: none"> <li>▪ Breakers</li> <li>▪ Excavators</li> <li>▪ Generator Sets</li> <li>▪ Rubber Tired Dozers</li> </ul> </li> <li>○ Grading:                                     <ul style="list-style-type: none"> <li>▪ Crawler Tractors</li> <li>▪ Excavators</li> <li>▪ Graders</li> <li>▪ Rubber Tired Dozers</li> <li>▪ Scrapers</li> </ul> </li> <li>○ Utilities/Infrastructure:                                     <ul style="list-style-type: none"> <li>▪ Excavators</li> <li>▪ Skip Loaders/Backhoes</li> </ul> </li> <li>○ Building Construction                                     <ul style="list-style-type: none"> <li>▪ Cranes</li> <li>▪ Crawler Tractors</li> <li>▪ Laser Screed</li> <li>▪ Scissor Loaders/Backhoes</li> <li>▪ Skip Loaders/Backhoes</li> </ul> </li> </ul> </li> </ul>	
<p><b>Impact 2.2:</b> Prior to mitigation and with adherence to applicable regulatory requirements (R-1 and R-2), Project’s construction activities would result in a cumulatively-considerable net increase of NO<sub>x</sub>, which is an O<sub>3</sub> precursor, for which the Project region is nonattainment under an applicable federal or State ambient air quality standard, resulting in a potentially significant impact. This impact would be mitigated to a less than significant level with implementation of MM 2-1.</p> <p>During operation, the Project would not result in a cumulatively-considerable net increase of any criteria</p>	<p><b>Regulatory Requirements</b></p> <p><b>RR 2-1</b> During construction, the Contractor shall comply with South Coast Air Quality Management District (SCAQMD) Rules 402 and 403, to minimize short term emissions of dust and particulates. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. The Contractor shall provide the City of Rancho Cucamonga with</p>	<p>Less than significant with mitigation.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<p>pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard, and impacts would therefore be less than significant.</p>	<p>a SCAQMD-approved Dust Control Plan or other sufficient proof of compliance with Rule 403, prior to grading permit issuance.</p> <p><b>RR 2-2</b> Architectural coatings shall be selected so that the volatile organic compound (VOC) content of the coatings is compliant with SCAQMD Rule 1113. This requirement shall be included as notes on the contractor specifications, which shall be reviewed by the City of Rancho Cucamonga Building and Safety Services Department prior to issuance of a building permit.</p> <p><b>RR 2-3</b> The Project Applicant and/or future tenants shall comply with SCAQMD Rule 201 and Regulation II (requiring a Permit to Construct prior to the installation of any equipment that may cause air contaminants) as well as Rule 203 (requiring a Permit to Operate prior to the use of any equipment that may cause air contaminants). These rules and regulation are required unless the Project’s equipment or aspects are exempt under Rule 219, which identifies those equipment, processes, or operations that do not require permits. The Project Applicant shall provide the City of Rancho Cucamonga with the SCAQMD-approved Permit to Construct and Permit to Operate or other sufficient proof of compliance with Rules 201 and 203, prior to occupancy permit issuance.</p> <p><b>RR 2-4</b> Building occupants shall comply with Rule 2202, which provides employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and State CAA requirements. This Rule applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average, unless otherwise exempt. An employer subject to this Rule is required to annually register with the SCAQMD to implement an emission reduction program, in</p>	

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>accordance with subdivisions (f) and (g), that will obtain emission reductions equivalent to a worksite specific emission reduction target (ERT) specified for the compliance year.</p> <p><b>RR 2-5</b> The Project shall be operated in compliance with established standards in Section 17.66.060, Odor, Particulate Matter, and Air Containment Standards, of the City of Rancho Cucamonga Development Code. These standards address compliance with the rules and regulations of the air pollution control district and the state Health and Safety Code related to odorous emissions, particulate matter, and air containment; noxious odor emissions; and restrictions on the emission of dust and particulate matter.</p> <p><b>Mitigation Measure</b></p> <p>MM 2-1 shall apply.</p>	
<p><b>Impact 2.3:</b> The Project would not expose sensitive receptors to substantial pollutant concentrations, including localized construction emissions, localized construction emissions, diesel mobile health risks, or CO “Hot Spots”; therefore, impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than significant.</p>
<p><b>Impact 2.4</b> The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and would adhere to applicable regulatory requirements addressing odor emissions (refer to RR 2-1 and RR 2-5). Impacts would be less than significant.</p>	<p><b>Regulatory Requirements</b></p> <p>RR 2-1 and RR 2-5 shall apply.</p>	<p>Less than significant.</p>
<p><b>4.3 Biological Resources</b></p>		
<p><b>Impact 3.1:</b> The Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area consist of two land cover types that would be classified as disturbed and developed. These areas do not support</p>	<p>No mitigation is required.</p>	<p>No impact.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<p>native plant communities, nor do they provide suitable habitat for sensitive plant or wildlife species. Therefore, the Project would not impact Candidate, Sensitive, or Special Status species. No impact would occur.</p>		
<p><b>Impact 3.2 &amp; 3.3:</b> The Project site, site-adjacent improvement areas, and 6th Street at-grade crossing study area do not support riparian habitat; USACE, CDFW, or RWQCB jurisdictional areas; wetlands; or, sensitive natural communities. Therefore, no impact would occur. Potential indirect impacts to the ephemeral channel and water detention basin east of the Project site, which are not within the Project’s impact limits, would be less than significant with adherence to construction-related water quality protection requirements.</p>	<p><b>Regulatory Requirements</b>                      RR 9-1 under Hydrology and Water Quality shall apply.</p>	<p>Less than significant.</p>
<p><b>Impact 3.4:</b> The Project site, site-adjacent improvement areas and 6th Street at-grade crossing study area do not contain known native wildlife nursery sites and are not within a Wildlife Corridor or linkage. Vegetation and trees on the Project site, site-adjacent improvement areas, 6th Street at-grade crossing study area, and in the vicinity have the potential to provide suitable nesting opportunities for avian and raptor species. Compliance with the MBTA and Sections 3503, 3503.5, 3511 and 3513 of the California Fish and Game Code, as outlined in RR 3-1 and RR 3-2 would ensure that potential impacts to nesting birds and raptors are less than significant.</p>	<p><b>Regulatory Requirements</b>  <b>RR 3-1</b> All construction activities shall comply with the MBTA and <i>California Fish and Game Code</i> Sections 3503, 3511 and 3513. The MBTA governs the taking and killing of migratory birds, their eggs, parts, and nests and prohibits the take of any migratory bird, their eggs, parts, and nests. Compliance with the MBTA and <i>California Fish and Game Code</i> shall be accomplished by completing the following:</p> <ul style="list-style-type: none"> <li>• Construction activities involving vegetation removal shall be conducted between September 1 and January 31. If construction occurs inside the peak nesting season (between February 1 and August 31), a pre-construction survey (or possibly multiple surveys) by a qualified Biologist shall be conducted within 72 hours prior to construction activities to identify any active nesting locations. If the Biologist does not find any active nests, the construction work shall be allowed to proceed. The biologist conducting the clearance survey shall document a negative</li> </ul>	<p>Less than significant.</p>



Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>survey with a report indicating that no impacts to active avian nests shall occur.</p> <p>If the biologist finds an active nest on within the pre-construction survey area and determines that the nest may be impacted, the Biologist shall delineate an appropriate buffer zone around the nest. The size of the buffer shall be determined by the Biologist, and shall be based on the nesting species, its sensitivity to disturbance, expected types of disturbance, and location in relation to the construction activities. These buffers are typically 300 feet from the nests of non-listed species and 500 feet from the nests of raptors and listed species. Any active nests observed during the survey shall be mapped on an aerial photograph. Only construction activities (if any) that have been approved by a Biological Monitor shall take place within the buffer zone until the nest is vacated. The Biologist shall serve as a Construction Monitor when construction activities take place near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the pre-construction survey and any subsequent monitoring shall be provided to the Property Owner/Developer and the City. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds.</p> <p><b>RR 3-2</b> All construction activities shall comply with Sections 3503, 3503.5, 3511 and 3513 of the California Fish and Game Code, which protect active nests of any raptor species, including common raptor species. Compliance with these codes shall be accomplished by completing the following:</p>	

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<ul style="list-style-type: none"> <li>• If vegetation is to be cleared during the potential raptor nesting season (December 1 to August 31), all suitable habitat within 500 feet of the construction impact area shall be thoroughly surveyed for the presence of nesting raptors by a qualified Biologist within 72 hours prior to clearing. If the Biologist does not find any active nests, the construction work shall be allowed to proceed. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to active avian nests shall occur.</li> </ul> <p>If any active nests are detected, the area shall be flagged and mapped on the construction plans with a buffer. The size of the buffer shall be determined by the Biologist and shall be based on the nesting species, its sensitivity to disturbance, expected types of disturbance, and location in relation to the construction activities. These buffers are typically 300 feet from the nest of non-listed species and 500 feet from the nests of raptors and listed species. The buffer area shall be avoided until the nesting cycle is complete or until it is determined that the nest has failed. Results of the pre-construction survey and any subsequent monitoring shall be provided to the Property Owner/Developer and the City. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds.</p> <ul style="list-style-type: none"> <li>• Although presumed absent, prior to development of the Project site, a pre-construction burrowing owl clearance survey shall be conducted to ensure burrowing owls remain absent from the construction impact area. The clearance survey shall be conducted in accordance with the CDFW (2012) Staff Report on Burrowing Owl Mitigation which requires that two clearance surveys be conducted 14 – 30 days and 24 hours prior to any</li> </ul>	

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>grading or vegetation removal on the Project site. If burrowing owls are observed on the Project site during the pre-construction surveys, a burrowing owl relocation plan shall be prepared and submitted to CDFW for review and approval prior to commencement of vegetation clearing/grubbing, grading, and construction activities on the Project site. The burrowing owl relocation plan shall outline methods to relocate any burrowing owls occurring on the Project site and ensure compliance with the MBTA and California Fish and Game Code. If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows will not be disturbed and will be provided with a protective buffer unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer will depend on the time of year and level disturbance as outlined in the CDFW Staff Report.</p>	
<p><b>Impact 3.5:</b> Removal of any heritage trees would be conducted in compliance with the City’s tree protection policies/requirements, as outlined in RR 3-3 and RR 3-4. No impact would occur related to conflict with tree protection policies or ordinances.</p>	<p><b>Regulatory Requirements</b></p> <p><b>RR 3-3</b> All tree replacement, protection, and maintenance associated with implementation of the Project shall be conducted in accordance with the requirements set forth in Chapter 17.80 of the City’s Development Code.</p> <p><b>RR 3-4</b> In compliance with the City’s Tree Removal Permit process (Rancho Cucamonga Development Code, Chapter 17.16.080), the Property Owner/Developer shall obtain a Tree Removal Permit from the Planning Director prior to removal, relocation, or destruction of any heritage tree. Conditions imposed by the Planning Director for replacement of removed trees or tree relocation shall be completed by the Property Owner/Developer.</p>	<p>No impact.</p>
<p><b>Impact 3.6:</b> The Project site is not within an adopted Habitat Conservation Plan; Natural Communities Conservation Plan; or other approved local, regional, or</p>	<p>No mitigation is required.</p>	<p>No impact.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<p>State habitat conservation plan area. Therefore, implementation of the Project would not conflict with the provisions of an adopted plan and no impacts would occur.</p>		
<p><b>4.4 Cultural Resources</b></p>		
<p><b>Impact 4.1:</b> The Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Impact 4.2:</b> The Project has a low potential to impact unknown archaeological resources; however, there is a potential to encounter subsurface archaeological resources during construction resulting in a potentially significant impact prior to mitigation. Implementation of MM 4-1 and MM 4-2 would reduce this impact to a less than significant level.</p>	<p><b>Mitigation Measures</b></p> <p><b>MM 4-1</b> Prior to site preparation or grading activities, construction personnel shall be instructed by a qualified Archaeologist of the potential for encountering unique archaeological resources and instructed on steps to take in the event such resources are encountered. This shall include the provision of written materials to familiarize personnel with the range of resources that might be expected, the type of activities that may result in impacts, and the legal framework of cultural resources protection. All construction personnel shall be instructed to stop work in the vicinity of a potential discovery until a qualified Archaeologist assesses the significance of the find and implements appropriate measures to protect or scientifically remove the find. Construction personnel shall also be informed that unauthorized collection of archaeological resources is prohibited.</p> <p><b>MM 4-2</b> In the event that cultural resources are inadvertently unearthed during excavation and grading activities, the Contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Property Owner/Developer shall retain a qualified Archaeologist (Project Archaeologist), subject to approval by the City of Rancho Cucamonga, to evaluate the significance of the find and to determine an appropriate course of action. All artifacts except for human remains and related grave goods or sacred objects belong to the Property Owner.</p>	<p>Less than significant with mitigation.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>All artifacts discovered at the development site shall be inventoried and analyzed by the Project Archaeologist. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation or returned to the Property Owner, as deemed appropriate.</p> <p>If any artifacts of Native American origin are discovered, the Property Owner/Developer and Project Archaeologist shall notify the City of Rancho Cucamonga Planning Department and the appropriate local Native American tribe identified by the Native American Heritage Commission. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the tribe (refer to MM 14-1 though MM 14-6 in Section 4.14, Tribal Cultural Resources). All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling (see RR 4-1).</p> <p>Once ground-altering activities have ceased or the Project Archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Rancho Cucamonga Planning Department.</p> <p>A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Rancho Cucamonga Planning Department, shall signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report</p>	

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>shall also be filed with the Archaeological Information Center (AIC) at the San Bernardino County Museum and the Native American tribe, as appropriate.</p>	
<p><b>Impact 4.3:</b> Construction activities would not disturb known human remains. However, if human remains are encountered in subsurface soils, implementation of RR 4-1 would ensure potential impacts are less than significant.</p>	<p><b>Regulatory Requirement</b></p> <p><b>RR 4-1</b> If human remains are encountered during the conduct of ground-disturbing activities, Section 7050.5 of the California Health and Safety Code states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Section 5097.98 of the California Public Resources Code. The provisions of Section 15064.5 of the California Environmental Quality Act Guidelines shall also be followed. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. These requirements shall be included as notes on the contractor specification and verified by the Community Development Department, prior to issuance of grading permits.</p>	<p>Less than significant.</p>
<p><b>4.5 Energy</b></p>		
<p><b>Impact 5.1</b> The Project would adhere to the state-mandated provisions of Title 24 Energy Efficiency Standards and the CalGreen Code, and the Rancho Cucamonga Development Code, and RR 5-1 (limits idling). The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. As such, the Project would not result in wasteful, inefficient,</p>	<p><b>Regulatory Requirement</b></p> <p><b>RR 5-1</b> Construction activities shall be conducted in compliance with Section 2449, General Requirements for In-Use Off-Road Diesel-Fueled Fleets, of the California Code of Regulations (CCR) Title 13, Motor Vehicles. Section 2449(d)(2) limits idling times of construction vehicles to no more than five consecutive minutes.</p>	<p>Less than significant.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<p>or unnecessary consumption of energy, or wasteful use of energy resources, during Project construction or operation. Impacts would be less than significant and no mitigation is required.</p>	<p>Adherence to idling limitations shall be confirmed through periodic site inspections conducted by City building officials.</p>	
<p><b>Impact 5.2:</b> The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than significant.</p>
<p><b>4.6 Geology and Soils</b></p>		
<p><b>Impact 6.1(i):</b> The Project site is not in a fault hazard area; nor is the Project site within a mapped Alquist-Priolo Earthquake Fault Zone. The Project would not expose people or structure to substantial adverse effects related to ground rupture from a known earthquake fault. No impact would occur.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Impact 6.1(ii):</b> The Project site is within a seismically active region. As such, the Project’s proposed structures may be subject to moderate to large seismic events, resulting in strong seismic ground shaking. The Project would be required to comply with RR 6-1 and RR 6-2 and would be required to incorporate the recommendation from the Geotechnical Investigation, which would ensure that people and/or structures would not be exposed to potential substantial adverse effects from strong seismic ground shaking. Impacts would be less than significant.</p>	<p><b>Regulatory Requirements</b></p> <p><b>RR 6-1</b> In accordance with the City’s Building Regulations, as contained in Title 15, Buildings and Construction, of the Rancho Cucamonga Municipal Code, which includes adoption of the 2019 California Building Code (CBC), all construction on the Project site shall comply with the CBC and the amendments and exemptions to the CBC that the City has adopted. This Title requires site-specific investigation and establishes construction standards and inspection procedures to ensure that development does not pose a threat to public safety.</p> <p><b>RR 6-2</b> All grading operations and construction on the Project site shall be conducted in conformance with the applicable City of Rancho Cucamonga Grading Standards (Municipal Code Chapter 19.04). Grading operations shall also be consistent with the recommendations included in the Project-specific Geotechnical Investigation prepared by SCG for the Project.</p>	<p>Less than significant.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<p><b>Impact 6.1(iii):</b> The Project is not located within an area of liquefaction susceptibility. The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. No mitigation is required.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Impact 6.1 (iv):</b> The Project site is relatively flat, as is the surrounding area. Therefore, the Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impact would occur.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Impact 6.2:</b> The Project site is in a soil erosion hazard area, where soils have a moderate to high erosion hazard and soil blowing hazard. Construction activities and operations would be conducted in adherence to City, regional, and State regulations related to management of windblown dust and other sources of soil erosion (RR 6-3 and RR 6-4). Additionally, construction activities would be conducted in compliance regulations pertaining to protection of water quality (refer to Section 4.9, Hydrology and Water Quality, below). With adherence to existing regulations and requirements, there would be a less than significant impact related to erosion during construction and operation.</p>	<p><b>Regulatory Requirements</b></p> <p><b>RR 6-3</b> Development on the Project site shall comply with Section 17.66.060 of the Rancho Cucamonga Development Code, with regard to dust control. Specifically, “no dust or particulate matter shall be emitted that is detectable by a reasonable person without instruments.”</p> <p><b>RR 6-4</b> In accordance with Chapter 17.56, Landscaping Standards, of the Rancho Cucamonga Development Code, which establishes minimum landscape requirements to control soil erosion, among other purposes, development on the Project site shall submit preliminary and final landscape and irrigation plans as part of the design review process (Section 17.20.040 of the Rancho Cucamonga Development Code).</p>	<p>Less than significant.</p>
<p><b>Impact 6.3:</b> The near surface soils encountered at the on-site boring locations consist of artificial fill soils and native alluvium. Grading of the Project site would be performed in accordance with the City’s building and grading standards and recommendations outlined in the Geotechnical Investigation (RR 6-1 and RR 6-2), and impacts related to instability of the site’s geologic materials would be less than significant.</p>	<p><b>Regulatory Requirements</b></p> <p>RR 6-1 and RR 6-2 shall apply.</p>	<p>Less than significant</p>



Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<p><b>Impact 6.4:</b> The Project site soils have low expansion potential and no soils would be imported to the Project site. No impact would occur related to expansive soils and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Impact 6.5:</b> The Project would connect to the City-owned municipal wastewater conveyance system and would not utilize septic tanks for an alternative wastewater disposal system. The Project would have no impact related to the use of septic tanks and/or alternative waste water systems.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Impact 6.6:</b> The Project site is underlain by native alluvial soils, which have a High paleontological sensitivity. The depth of proposed excavation for the Project is up to 26 feet. Therefore, there is a potential for significant paleontological resources to be unearthed during ground-disturbing activities, without mitigation. With the implementation of MM 6-1, potential impacts to paleontological resources would be less than significant.</p>	<p><b>Mitigation Measure</b></p> <p><b>MM 6-1</b> Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on-site subsurface excavation of Quaternary (i.e., early Holocene and late Pleistocene) alluvial-fan deposits, as outlined below. Selection of the paleontologist shall be subject to approval of the City of Rancho Cucamonga Planning Director, or designee, and no grading activities shall occur at the site until the paleontologist has been approved by the City. The PRIMMP shall include the requirements below.</p> <ul style="list-style-type: none"> <li>Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor. Monitoring shall be conducted full time in areas of grading or excavation activities that occur in undisturbed exposures of Quaternary (i.e., early Holocene and late Pleistocene) alluvial-fan deposits at a depth of 12 feet and below in order to mitigate any adverse impacts (loss or</li> </ul>	<p>Less than significant with mitigation.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>destruction) to potential nonrenewable paleontological resources. For grading and other earth disturbance activities at depths between 5 and 12 feet below the surface, periodic spot checks for potential paleontological resources shall be conducted. Periodic monitoring shall consist of approximately 1 to 3 scheduled site visits per week by a paleontological monitor during construction ground disturbance. If significant fossils are discovered during a spot check, full-time monitoring should be initiated.</p> <ul style="list-style-type: none"> <li>• Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if they are present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.</li> <li>• Recovered specimens shall be prepared to a point of identification and permanent preservation, including screen-washing sediments to recover small invertebrates and vertebrates, if indicated by the results of test sampling. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils.</li> <li>• All fossils shall be deposited in an accredited institution, such as the San Bernardino County Museum, that maintains collections of paleontological materials. All costs of the paleontological monitoring and mitigation program,</li> </ul>	

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	including any one-time charges by the receiving institution, are the responsibility of the Project Applicant. <ul style="list-style-type: none"> <li>The Project Paleontologist shall prepare of a final monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). A letter documenting receipt and acceptance of all fossil collections by the receiving institution must be included in the final report. The report, when submitted to (and accepted by) the City of Rancho Cucamonga, shall signify satisfactory completion of the project program to mitigate impacts to any nonrenewable paleontological resources.</li> </ul>	
<b>4.7 Greenhouse Gas Emissions</b>		
<b>Impact 7.1:</b> Construction and operation of the Project, which would replace existing buildings, would not exceed the screening threshold for GHG emissions and would not generate GHG emissions, either directly or indirectly, that may significantly impact the environment and impacts would be less than significant.	No mitigation is required.	Less than significant.
<b>Impact 7.2:</b> The Project the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, including Senate Bill (SB) 32 and the California Air Resources Board (CARB) 2017 Scoping Plan, Connect SoCal, and the City of Rancho Cucamonga Sustainable Community Action Plan. This impact is less than significant and no mitigation is required.	No mitigation is required.	Less than significant.
<b>4.8 Hazards and Hazardous Materials</b>		
<b>Impact 8.1 &amp; 8.2:</b> Due to the lack of contaminants that exceed established standards for commercial/industrial uses, construction of the Project would not result in the exposure of the public to hazardous materials associated with potential RECs. Further, no ACMs or LBP occurs	<b>Regulatory Requirements</b>  <b>RR 8-1</b> The Project Applicant shall comply with the Hazardous Materials Transportation Act, as administered by the U.S. Department of Transportation, which governs the transport of hazardous	Less than significant.

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<p>on-site. Construction and operation of the Project would involve handling of hazardous materials in limited quantities and typical to urban environments. Through compliance with existing regulations applicable to the Project (RR 8-1 through RR 8-3) the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Impacts would be less than significant.</p>	<p>materials and wastes. Vehicles transporting hazardous materials are required to comply with the regulations, as implemented by the California Department of Transportation (Caltrans).</p> <p><b>RR 8-2</b> The Project Applicant shall comply with the Resource Conservation and Recovery Act (RCRA), the California Hazardous Waste Control Act, and the California Accidental Release Prevention Program, where applicable, which collectively manage the transport, storage, use, and disposal of hazardous materials and wastes.</p> <p><b>RR 8-3</b> The Project Applicant shall comply with Section 17.66.040, Hazardous Materials, of the City of Rancho Cucamonga Development Code to ensure that required information is reported to the Rancho Cucamonga Fire Protection District, as the regulatory authority. 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 Protection District. Underground storage of hazardous materials shall comply with all applicable requirements and shall comply with the procedures for notification outlined in this section.</p>	
<p><b>Impact 8.3:</b> No existing or proposed schools are located within one-quarter mile of the Project site. The nearest school to the Project site (Sacred Heart Parish School) is located 1.5 miles to the north. Accordingly, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Additionally, the Project would not cause a significant human health or cancer risk to school children at the nearest school to the Project site (Sacred Heart Parish School). Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than significant.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<p><b>Impact 8.4:</b> The Project site is located on the State list of underground storage tanks (USTs) and leaking underground storage tanks (LUSTs) due to the previous presence of USTs on-site; the on-site USTs were removed in 1998. During the removal, no petroleum hydrocarbon staining or odors were noted beneath the USTs. The location of the Project on a site included on a list compiled pursuant to Government Code Section 65962.5 would not create a significant hazard to the public or the environment. No impact would occur and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Impact 8.5:</b> The Project site is located within the Airport Influence Area (AIA) for the Ontario International Airport (ONT). The Project site is located outside the safety zones for the ONT; however, it is within the Federal Aviation Administration (FAA) Height Notification Surface Zone and near the Airspace Obstruction Surface Zone. The proposed buildings would have a maximum height of 50-feet, would not require notification of the FAA, and would not cause an obstruction for aircraft operations. The Project site is also within the Overflight Notification Zone. Although no safety hazard would result, the Project would adhere to the requirements of the ONT Airport Land Use Compatibility Plan related to Real Estate Disclosure Policy (refer to RR 8-4). The Project would not result in airport-related safety hazards for people residing or working in the Project area. Impacts would be less than significant.</p>	<p><b>Regulatory Requirements</b></p> <p><b>RR 8-4</b> The Project site is within the Airport Influence Area (AIA) established by the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP). Construction activities and future development shall be implemented in compliance with the following applicable requirement identified in the ONT ALUCP:</p> <ul style="list-style-type: none"> <li>Real Estate Transaction Disclosure. In compliance with Airport Land Use Compatibility Plan for LA/Ontario Airport's (ONT ALUCP's) Overflight Policy O2, a Real Estate Transaction Disclosure is required for all development within the Project site. State Law (Business and Professions Code Section 11010) provides the following disclosure language:</li> </ul> <p style="padding-left: 40px;">NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors).</p>	<p>Less than significant.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.</p>	
<p><b>Impact 8.6:</b> The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. The Project would not impair implementation of, or physically interfere with an adopted emergency response plan or an emergency evacuation plan. No impact would result and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Impact 8.7:</b> The Project site is not located within a designated fire hazard area or a Very High Fire Hazard Severity Zone within a Local Responsibility Area. The Project would not expose people or structures to a significant risk associated with wildland fires. No impact would occur.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>4.9 Hydrology and Water Quality</b></p>		
<p><b>Impact 9.1:</b> Short-term construction and long-term operation of development under the Project would generate pollutants that may enter stormwater. However, compliance with existing regulations, as identified in RR 9-1 through RR 9-3, would prevent the violation of water quality standards, ensure compliance with waste discharge requirements and prevent the degradation of stormwater quality and groundwater quality. Impacts would be less than significant and no mitigation is required.</p>	<p><b>Regulatory Requirements</b></p> <p><b>RR 9-1</b> The Property Owner/Developer shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit) applicable at the time a grading permit is issued. The Property Owner/Developer shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), which must include erosion- and sediment-control Best Management Practices (BMPs) that will meet or exceed measures required by the determined risk level of the Construction General Permit, as well as BMPs that control the other potential construction related pollutants. A Construction Site Monitoring Program that identifies monitoring and sampling requirements</p>	<p>Less than significant.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>during construction is a required component of the SWPPP. Evidence of compliance with the NPDES Construction General Permit shall be provided to the City’s Building and Safety Services Director prior to issuance of a grading permit.</p> <p><b>RR 9-2</b> The Property Owner/Developer shall comply with Section 19.20.260, Water Quality Management Plan, of the Rancho Cucamonga Municipal Code, which requires that all qualifying land development/redevelopment projects submit and have approved a water quality management plan (WQMP) to the City Engineer on a form provided by the City. The WQMP shall identify all BMPs to be incorporated into the Project to control storm water and non-storm water pollutants during and after construction.</p> <p><b>RR 9-3</b> The Property Owner/Developer shall comply with Chapter 19.20 of the Rancho Cucamonga Municipal Code, which is the City’s Storm Water and Urban Runoff Management and Discharge Control Ordinance and which provides regulations to comply with the Clean Water Act (CWA), the California Porter-Cologne Water Quality Control Act, and the NPDES permit for San Bernardino County. This ordinance prohibits the discharge of specific pollutants into the storm water; regulates connections to the storm drain system; and requires development projects to implement permanent BMPs on individual sites to reduce pollutants in the storm water.</p>	
<p><b>Impact 9.2:</b> The Project would result in net increase in water demand as compared to existing conditions; however, the net increase would represent less than one percent of water demand for CVWD. Therefore, the Project would not deplete groundwater supplies. The Project site is not in an CVWD groundwater recharge area; therefore, implementation of the Project would not</p>	<p>No mitigation is required.</p>	<p>Less than significant.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
interfere with groundwater recharge. Impacts would be less than significant and no mitigation is required.		
<b>Impact 9.3:</b> The Project would not 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 result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows. Impacts would be less than significant and no mitigation is required.	No mitigation is required.	Less than significant.
<b>Impact 9.4:</b> The Project site is not within a 100-year flood zone, is not within a tsunami zone, and is not within proximity to an enclosed or partially enclosed body of water that is capable of producing seiches. Therefore, there would be no impact related to risk of release of pollutants due to Project inundation from a flood, tsunami or seiche. The Project site is not located within a dam inundation area and impacts would be less than significant. Mitigation is not required.	No mitigation is required.	Less than significant.
<b>Impact 9.5:</b> The Project site is within the Santa Ana River Basin and with adherence to RR 9-1 through RR 9-3, the Project would not conflict with the Santa Ana Basin Plan. The Chino and Cucamonga Groundwater Basins are “low priority” basins and not subject to the requirements of the Sustainable Groundwater Management Act. Therefore, the Project would not conflict with an adopted Groundwater Sustainability Plan. No impacts would occur.	<b>Regulatory Requirements</b>  RR 9-1 through RR 9-3 shall apply.	No impact.



Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<b>4.10 Land Use and Planning</b>		
<p><b>Impact 10.1:</b> The Project site is surrounding be existing non-residential development. Redevelopment of the Project site, including construction of new Street A, would not physically divide an established community. Not impact would occur.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Impact 10.2:</b> Implementation of the Project would not result in conflicts with any local or regional land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impacts would occur.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<b>4.11 Noise</b>		
<p><b>Impact 11.1:</b> During the Project’s construction phase, the Project would result in a temporary increase in noise levels along the eastern property boundary. The Project With implementation of MM 11-1 and MM 11-2, construction-related noise impacts would be less than significant levels.</p> <p>The Project would not result in a permanent increase in daytime or nighttime noise levels during operation in excess of established noise standards. This impact is less than significant, and no mitigation is required.</p>	<p><b>Mitigation Measures</b></p> <p><b>MM 11-1</b> Prior to issuance of grading or building permits, the City of Rancho Cucamonga shall review the plans to ensure the plans require the installation of a minimum 6-foot-high temporary construction perimeter noise barrier along the Project site’s boundary with the San Bernardino County West Valley Detention Center. The location and following specifications for the noise control barrier shall also be included on the plans:</p> <ul style="list-style-type: none"> <li>• The noise control barriers must present a solid face from top to bottom.</li> <li>• The noise barrier shall be constructed using one of the following materials with no decorative cutouts or line-of-sight openings between shielded areas and the noise source:                             <ul style="list-style-type: none"> <li>○ An acoustical blanket (e.g., vinyl acoustic curtains, quilted blankets, or equivalent) attached to the construction-site perimeter fence or equivalent temporary fence posts.</li> </ul> </li> </ul>	<p>Less than significant with mitigation.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<ul style="list-style-type: none"> <li>○ Any combination of construction materials satisfying a weight of at least 4 pounds per square foot of face area.</li> <li>• The noise barriers shall be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.</li> </ul> <p>The required barrier shall be installed prior to any construction activities commencing on-site and shall remain in place until construction activities have been completed. The construction contractor shall allow for periodic inspection by the City of Rancho Cucamonga to ensure that the required noise barrier remains in place until completion of construction activities on-site.</p> <p><b>MM 11-2</b> During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site. The construction contractor shall allow for periodic inspection by the City of Rancho Cucamonga to ensure compliance with these requirements.</p>	
<p><b>Impact 11.2:</b> The Project would not result in the generation of excessive groundborne vibration or groundborne noise levels during construction or operation. This impact is less than significant and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than significant.</p>
<p><b>Impact 11.3:</b> The Project site is located within the ONT ONT AIA but outside the 60 dBA CNEL airport noise impact zone. The Project would not expose people residing or working in the Project area to excessive noise</p>	<p>No mitigation is required.</p>	<p>Less than significant.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
levels. This impact is less than significant and no mitigation is required.		
<b>4.12 Population and Housing</b>		
<b>Impact 12.1:</b> The Project proposes to redevelop the Project site with two warehouse buildings and would not include the development of any residential uses. The Project would result in a net increase of approximately 277 employment opportunities. The Project would not directly or indirectly result in substantial unplanned population growth in the area. Impacts would be less than significant.	No mitigation is required.	Less than significant.
<b>Impact 12.2:</b> The Project site does not contain any residential structures under existing conditions. Therefore, the Project would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.	No mitigation is required.	No impact.
<b>4.13 Transportation</b>		
<b>Impact 13.1:</b> The Project site is within a Transit Priority Area, and the Project would be implemented in accordance with applicable regulations related to Transportation (refer RR 13-2 and RR 13-3). The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No impact would result.	<p><b>RR 13-2</b> In accordance with Chapter 3.28, City-Wide System Fees for Transportation Development, of the City of Rancho Cucamonga Municipal Code, prior to the issuance of each building permit, the Property Owner/Developer shall pay applicable city-wide transportation development impact fees to the satisfaction of the City Engineering Department.</p> <p><b>RR 13-3</b> The Property Owner/Developer shall comply with Chapter 17.78, Transportation Demand Management, of the City of Rancho Cucamonga Development Code, which requires the provision of amenities or programs to encourage the use of alternative modes of travel by employees; patrons; and visitors of commercial, industrial, office, and mixed use developments. These may include, but are limited to shower facilities, preferred parking, bicycle storage, video conference facilities, transit improvements, and other measures to reduce vehicle trips in the City. These</p>	No impact.

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	facilities shall be shown in the site improvement and building plans submitted to the City during the permit process.	
<p><b>Impact 13.2:</b> The Project’s VMT impact would be considered less than significant based on the City’s Low VMT Area screening threshold. Further, the Project’s VMT impact would be considered less than significant based on the comparison of baseline Project-generated VMT per service population to the City’s baseline condition. Thus, the Project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). This impact is less than significant and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than significant.</p>
<p><b>Impact 13.3:</b> Construction activities within the public right-of-way would be conducted in accordance with requirements established by the cities of Rancho Cucamonga and Ontario (refer to RR 13-1 and RR 13-5), and Project-generated truck traffic during construction and operation would travel on designated truck routes, and would adhere to applicable regulations associated with truck travel (refer to RR 13-4). The Project does not involve the introduction of any design features or incompatible uses that would substantially increase hazards for motorists, pedestrians, or bicyclists, on the roadways surrounding the Project site. This impact would be less than significant.</p>	<p><b>RR 13-1</b> During construction activities, work within streets, sidewalks, and public places shall comply with: (1) Title 12.03, Public Improvement Construction, of the City of Rancho Cucamonga Municipal Code, which requires an encroachment permit from the City and adherence to the current edition of <i>The Standard Specifications for Public Works Construction</i> (Green Book), and (2) the <i>California Manual on Uniform Traffic Control Devices</i> (MUTCD). Application for the permit shall be made as part of the respective plan check process and prior to any work on public areas or rights-of-way.</p> <p><b>RR 13-4</b> In accordance with Chapter 10.56, Truck Routes and Restrictions, of the City of Rancho Cucamonga Municipal Code, commercial vehicles and vehicle combinations described in Sections 35400 and 35401 of the California Vehicle Code, or their successor provisions, and vehicles which exceed a maximum gross weight of three tons shall use designated truck routes. Non-designated truck routes shall be used only as necessary for the purpose of making pickups or deliveries of goods, wares, and merchandise from or to any building or structure located on a city street or for the purpose of delivering materials to be used in the repair, alteration,</p>	<p>Less than significant.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>remodeling, or construction of any building or structure upon a city street for which a building permit has previously been obtained.</p> <p><b>RR 13-5</b> Work in the public right-of-way along 4th Street in the City of Ontario shall comply with Title 7, Chapter 3, Public Rights-of-Way, of the City of Ontario Municipal Code, which requires an encroachment permit from the City. Application for the permit shall be made as part of the respective plan check process and prior to any work on public areas or rights-of-way.</p>	
<p><b>Impact 13.4:</b> Proposed construction activities would be conducted in compliance with requirements of the cities of Rancho Cucamonga and Ontario (refer to RR 13-1 and RR 13-5), and the Project circulation system would meet Rancho Cucamonga Fire Protection District (RCFPD) standards for access, width, and turning radii. The Project would provide adequate emergency access and impacts would be less than significant.</p>	<p><b>Regulatory Requirements</b></p> <p>RR 13-1 and RR 13-5 shall apply.</p>	<p>Less than significant.</p>
<p><b>4.14 Tribal Cultural Resources</b></p>		
<p><b>Impact 14.1.a:</b> The Project would not cause a substantial adverse change in the significance of a tribal cultural resources that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). No impact would occur.</p>	<p>No mitigation is required.</p>	<p>No impact.</p>
<p><b>Impact 14.1.b:</b> The Project has a low potential to impact unknown tribal cultural resources; however, there is a potential to encounter subsurface tribal cultural resources during construction resulting in a potentially significant impact prior to mitigation. Implementation of MM 14-1 through MM 14-6 would reduce this impact to a less than significant level. If human remains are encountered in subsurface soils, implementation of RR 4-1 would also ensure potential impacts are less than significant.</p>	<p><b>Regulatory Requirement</b></p> <p>RR 4-1 shall apply.</p> <p><b>Mitigation Measures</b></p> <p><b>MM 14-1</b> Prior to the commencement of any ground disturbing activity at the Project Site, the project applicant shall retain a Native American Monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation – the tribe that consulted on this project</p>	<p>Less than significant with mitigation.</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>pursuant to Assembly Bill A52 - SB18 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the City of Rancho Cucamonga prior to the issuance of any permit necessary to commence a ground- disturbing activity. The Tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor shall complete daily monitoring logs that shall provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting tribal cultural resources. Upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All tribal cultural resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health &amp; Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).</p>	

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). 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 (non-TCR) 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, it shall be offered to a local school or historical society in the area for educational purposes.</p> <p><b>MM 14-2</b> 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 NAHC and PRC 5097.98 shall be followed.</p> <p><b>MM 14-3</b> Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant shall immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) shall then notify the Tribe, the qualified lead archaeologist, and the construction manager who shall call the coroner. Work shall</p>	

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>continue to be diverted while the coroner determines whether the remains are human and subsequently 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 shall notify the NAHC as mandated by state law who shall then appoint a Most Likely Descendent (MLD).</p> <p><b>MM 14-4</b> If the Gabrieleño Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy 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 preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils 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.</p> <p><b>MM 14-5</b> 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 shall 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 shall 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</p>	



Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
	<p>that burials shall be removed. The Tribe shall 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 shall 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 and/or destructive diagnostics on human remains.</p> <p>Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall 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.</p> <p><b>MM 14-6</b> Native American and Archaeological monitoring during construction projects shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's shall be taken. The Native American monitor must be approved by the Gabrieleño Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology 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.</p>	

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<b>4.15 Utilities and Service Systems</b>		
<p><b>Impact 15.1:</b> The Project would increase the demand for utility services and in addition to complying with Title 24 Energy Efficiency Standards and the CALGreen Code, the Project would adhere to regulations addressing water conservation (refer to RR 15-2 and RR 15-3). Utility infrastructure installation and associated improvements would occur within the identified physical impact area for the Project (on-site and within the public right-of-way along adjacent streets) as addressed throughout this Draft EIR, and in compliance with applicable requirements of the utility providers (RR 15-1). No additional impacts would result. This impact would be less than significant and no mitigation is required.</p>	<p><b>Regulatory Requirements</b></p> <p><b>RR 15-1</b> Water and sewer plans shall be designed and constructed to meet the applicable requirements of the Cucamonga Valley Water District (CVWD) Municipal Code and City of Rancho Cucamonga Development Code. Approval of the plans by the CVWD is required prior to final map approval or issuance of permits, whichever occurs first.</p> <p><b>RR 15-2</b> Landscaping associated with the Project shall be implemented in compliance with Chapter 17.56 of the City of Rancho Cucamonga Development Code, which requires preparation and review of landscape and irrigation plans during the Design Review process. Pursuant to Section 17.56.030(B) of the Development Code, the final landscape planting and irrigation plans shall be prepared by a registered licensed Landscape Architect and shall be in substantial compliance with the preliminary landscape and irrigation plan approved by the designated approving authority.</p> <p><b>RR 15-3</b> Landscape plans prepared for the Project shall be in compliance with Chapter 17.82, Water Efficient Landscaping, of the City Rancho Cucamonga Development Code, which includes requirements for development of a water budget, landscape design guidelines, soil and grading requirements, and a requirement to use recycled water.</p>	<p>Less than significant.</p>
<p><b>Impact 15.2:</b> Development allowed by the Project would require water supplies from the CVWD. The Project-specific Water Supply Assessment demonstrates that CVWD has available water supplies to meet the water demands of the Project for the next twenty years through 2040, including demands during normal, single dry and multiple dry years. The CVWD has concurred with the findings of the WSA that available water supplies would</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

Summary of Environmental Impacts	Mitigation Measures (MMs) and Regulatory Requirements (RRs)	Level of Significance After Mitigation
<p>be adequate to serve the Project. Impacts would be less than significant and no mitigation is required.</p>		
<p><b>Impact 15.3:</b> The Inland Empire Utilities Agency (IEUA) wastewater treatment facilities have sufficient capacity to serve the Project and existing commitments. This impact would be less than significant and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than significant.</p>
<p><b>Impact 15.4:</b> The Project’s construction and operational refuse would be disposed of at the Mid Valley Landfill. Construction and operational activities would comply with applicable regulations addressing solid waste management (refer to RR 15-4 and RR 15-5). The Project would not 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. This impact would be less than significant and no mitigation is required.</p>	<p><b>Regulatory Requirement</b></p> <p><b>RR 15-4</b> Demolition and construction activities on the Project site shall be conducted in compliance with requirements of Chapter 8.19, Construction and Demolition Waste Collection, of the City’s Municipal Code. Construction and demolition waste shall be made available for deconstruction, salvage, and recovery prior to demolition. Inclusive of the recovered and salvaged materials, 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. Prior to issuance of each Demolition or Building Permit, a “Form CD-1 Waste Management and Recycling Plan” shall be submitted to the Engineering Services Department.</p> <p><b>RR 15-5</b> Development shall comply with Chapter 8.17, Refuse, Recyclables and Green Waste Collection, of the City’s Municipal Code. The collection and disposal of refuse, recyclables or green waste shall only be conducted by entities issued a permit to do so by the City, with certain exceptions, as identified in the Municipal Code.</p>	<p>Less than significant.</p>
<p><b>Impact 15.5:</b> Construction and operation associated with implementation the Project would be conducted in compliance with applicable statues and regulations related to solid waste. No impact would occur and no mitigation is required.</p>	<p><b>Regulatory Requirement</b></p> <p>RR 15-4 and RR 15-5 shall apply.</p>	<p>No impact.</p>

## 2.0 INTRODUCTION

### 2.1 PURPOSE OF THIS 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 proposed Bridge Point Rancho Cucamonga Project (Project). The Project involves redevelopment of the Project site with two high-cube warehouse buildings with a combined building area of approximately 2,175,000 square feet (sf), which includes the 1,422,500 sf Building 1 (1,403,500 sf of ground floor building area and 19,000 sf of mezzanine area) and 752,500 sf Building 2 (738,270 sf of ground floor building area and 14,230 sf of mezzanine area). The Project would also include associated on-site parking and landscaping, and on-site and site-adjacent roadway and infrastructure improvements. The City of Rancho Cucamonga is the Lead Agency under the California Environmental Quality Act (CEQA) and is responsible for preparing the Draft EIR. The determination that the City of Rancho Cucamonga is the “Lead Agency” is made in accordance with Sections 15051 and 15367 of the CEQA Guidelines, which define the Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project.

This Draft EIR is an informational document prepared by the City of Rancho Cucamonga for the following purposes:

- To satisfy the requirements of CEQA (California Public Resources Code, Sections 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 14, Sections 15000–15387).
- To inform the general public, the local community, and responsible and interested public agencies of the scope of the Project and to describe the potential environmental effects, measures to mitigate those effects, and alternatives to the Project.
- To enable the City to consider environmental consequences when deciding whether to approve the Project.
- To serve as a source document for responsible agencies to issue permits and approvals, as required, for development of the Project.

As described in CEQA and the CEQA Guidelines, public agencies are charged with the duty of avoiding or substantially lessening significant environmental effects, where feasible. In satisfying this duty, a public agency has an obligation to balance the project’s significant effects on the environment with its benefits, including economic, social, technological, legal, and other benefits. The Lead Agency is required to consider the information in the Draft EIR, along with any other relevant information, in making its decisions on the Project. Although the Draft EIR does not determine the ultimate decision that will be made regarding approval of a project, CEQA requires the City to consider the information in the Draft EIR and make findings regarding each significant and unavoidable effect identified in the Draft EIR. The City will review and consider certification of the Final EIR prior to any decision on whether to approve the Project.

This Draft EIR has been prepared utilizing information from City planning and environmental documents, technical studies prepared for the Project, and other publicly available data. As permitted under the CEQA Guidelines (Section 15084[d–e]), this Draft EIR has been prepared by a consultant under the direction of professional City planning staff. However, prior to certification, the City must independently review the methods and conclusions reached in the Draft EIR. The City is undertaking an independent review of this Draft EIR by having City planning staff work with the consultant on the Draft EIR, and by employing a third-party consultant to independently review the Draft EIR. If certified by the City, the information included in and the conclusions reached in the Draft EIR will therefore represent the City’s independent judgment regarding the potential environmental impacts of the Project.

## **2.2 TYPE OF EIR**

Following preliminary review of the Project’s application materials, the City of Rancho Cucamonga concluded that the Project and its associated implementing actions have the potential to result in significant environmental effects; as such, the City proceeded with preparation of this Draft EIR pursuant to CEQA Guidelines Section 15060(d). The City determined that a Project EIR, as described in CEQA Guidelines Section 15161, is required. Accordingly, this document serves as a Project EIR. As required by CEQA Guidelines Section 15161, this Project EIR shall “...focus primarily on the changes in the environment that would result from the development project,” and “...examine all phases of the project including planning, construction, and operation.” Additional information regarding issues to be evaluated in this Draft EIR is provided in Section 2.4, Scope of this Draft EIR.

## **2.3 REVIEW OF AN EIR**

The City of Rancho Cucamonga—as Lead Agency for the Project—and other public agencies (i.e., responsible and trustee agencies) that may use the Final EIR in their decision making or permitting processes will consider the information in this Draft EIR along with other information that may be presented during the CEQA process.

Upon certification of the Final EIR, the City of Rancho Cucamonga will consider whether to approve the proposed Bridge Point Rancho Cucamonga Project. Where feasible mitigation measures are not available to reduce significant environmental impacts to a less than significant level, impacts are considered significant and unavoidable. Written Findings of Fact will be prepared for each significant adverse environmental effect identified in the Final EIR, as required by Section 15091 of the CEQA Guidelines. If the City certifies a Final EIR for a project that has significant and unavoidable impacts, the City shall also state, in writing, the specific reasons for approving the project based on the Final EIR and any other information in the public record. This is called a “Statement of Overriding Considerations” and is used to explain the specific reasons that the benefits of a proposed project make its unavoidable environmental effects acceptable. (CEQA Guidelines, § 15093.) Based on the analysis presented in Sections 4.1 through 4.15 of this Draft EIR, the Project, which involves redevelopment of the Project site, would not result in any significant and unavoidable impacts; therefore, a Statement of Overriding Considerations is not required. Additionally, the City must adopt a Mitigation Monitoring and Reporting Program (MMRP) to ensure compliance with mitigation measures that have been

incorporated into the Project to reduce or avoid significant effects on the environment during construction and/or implementation. (CEQA Guidelines, § 15097.)

The California Public Resource Code (Section 21104) requires that EIRs be reviewed by responsible and trustee agencies (see also CEQA Guidelines Section 15082 and Section 15086[a]). This Draft EIR will also serve as a source document for responsible agencies to issue permits and approvals, as required, for construction and operation of the Project. Section 3.5, *Summary of Requested Actions*, of this Draft EIR, lists the government agencies that are expected to use the Project's Draft EIR during their review of the Project, and provides a summary of the anticipated Project-related approvals and permits.

## **2.4 SCOPE OF THIS DRAFT EIR**

### **2.4.1 SCOPING PROCESS**

In compliance with Section 15201 of the CEQA Guidelines, the City of Rancho Cucamonga has taken steps to provide opportunities for public participation in the environmental process. The City filed a Notice of Preparation (NOP) with the California Office of Planning and Research (State Clearinghouse) to indicate that an EIR would be prepared to evaluate the Project's potential to impact the environment. The Project was described in the NOP and potential environmental effects associated with Project implementation were identified. The NOP was filed with the State Clearinghouse and distributed to potential Responsible Agencies, Trustee Agencies, and other interested parties on October 2, 2020, for a 30-day public review period. The NOP was distributed for public review to solicit responses to help the City identify the scope and range of potential environmental concerns associated with the Project so that these issues can be fully examined in this Draft EIR.

The City received five responses to the NOP. A copy of the NOP and responses received are included in Appendix A of this Draft EIR. Table 2-1, Summary of NOP Comments Received, provides a brief summary of the NOP responses and issues raised and identifies which section of the Draft EIR the issues raised are addressed in, if applicable. Regardless of whether an environmental or CEQA-related comment is listed in the table, relevant comments received in response to the NOP are addressed in this Draft EIR.

In accordance with San Bernardino County Department of Public Health requirements in effect at the time, a virtual Draft EIR public scoping meeting was held on October 15, 2020, at 6:00 PM. Notice of the scoping meeting was included in the Project's NOP, which was distributed on October 2, 2020. A description of the Project and an explanation of the environmental review process for the Project was provided and then comments from the public were solicited. In addition to City staff and Project Applicant representatives, the meeting was attended by two members of the Laborers' International Union of North America (LIUNA). The LIUNA members indicated support for the Project. No comments on the scope of the Draft EIR were raised at the public scoping meeting.

**Table 2-1 Summary of NOP Comments Received**

Agency	Date	Comments	Addressed in Section(s)
<b>State Agencies</b>			
California Department of Fish and Wildlife (CDFW)	Oct. 27, 2020	<ul style="list-style-type: none"> <li>• Identify and map various habitat types within the Project site.</li> <li>• Provide a general biological inventory of species present or that have the potential to be present within each habitat type.</li> <li>• Provide a complete and recent inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected.</li> <li>• The Project site has the potential to provide suitable foraging and/or nesting habitat for burrowing owl; a habitat assessment, survey and impact assessment should be completed, as appropriate.</li> <li>• Analyze potential direct, indirect and cumulative impacts to biological resources.</li> <li>• Address a reasonable range of alternatives, including a “no project” alternative.</li> <li>• Identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible.</li> <li>• A California Endangered Species Act (CESA) Incidental Take Permit (ITP) must be obtained if the Project has the potential to result in the “take” of State-listed CESA species.</li> <li>• Incorporate water-wise concepts in project landscape design plans.</li> <li>• Report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB).</li> <li>• Payment of CDFW Notice of Determination filing fees will be required.</li> </ul>	Section 4.3

**Table 2-1 Summary of NOP Comments Received**

Agency	Date	Comments	Addressed in Section(s)
California Department of Transportation (Caltrans)	Oct. 14, 2020	<ul style="list-style-type: none"> <li>• A Traffic Impact Analysis (TIA) should be prepared to evaluate impacts on State facilities.</li> <li>• Local streets should be designed to serve vehicular and pedestrian circulation equally, and should consider design standards and requirements that address accessibility and multi-modal circulation.</li> <li>• Locate preferential parking for vanpools, carpools, bicycles, and low-emitting, fuel-efficient, alternative-fueled vehicles accessible to office locations.</li> <li>• Consider installation of electric-vehicle charging stations.</li> </ul>	Section 3 Section 4.13
California Native American Heritage Commission (NAHC)	Oct. 5, 2020	<ul style="list-style-type: none"> <li>• Outlines requirements for Native American consultation pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18.</li> <li>• Provides standard guidance on the scope of the analysis of potential impacts to tribal cultural resources.</li> <li>• Recommends Native American tribal consultation with tribes that are traditionally and culturally affiliated with the geographic area of the Project site.</li> <li>• In areas with archaeological sensitivity, monitoring of ground-disturbing activities should be required as part of the mitigation monitoring and reporting program, along with provisions for actions to take if cultural items or human remains are discovered.</li> </ul>	Section 4.14
<b>Regional Agencies</b>			
South Coast Air Quality Management District (SCAQMD)	Oct. 27, 2020	<ul style="list-style-type: none"> <li>• Provides recommendations on the scope of the air quality, greenhouse gas emissions, and health risk analysis for the Project, including modeling.</li> <li>• Identifies that Project-related air quality impacts should be identified and quantified against the SCAQMD regional and localized significance thresholds.</li> <li>• If a permit from SCAQMD is required, SCAQMD should be identified as a responsible agency.</li> <li>• Identifies the requirement for feasible mitigation measures be identified for significant impact, and identifies suggested mitigation measures and design considerations to reduce air quality and health risk impacts.</li> </ul>	Section 3.0 Section 4.2 Section 4.7



**Table 2-1 Summary of NOP Comments Received**

Agency	Date	Comments	Addressed in Section(s)
<b>Organizations</b>			
Inland Empire Biking Alliance	Oct. 4, 2020	<ul style="list-style-type: none"> <li>The safety of bicyclists traveling along existing and proposed streets adjacent to the Project site should be addressed.</li> </ul>	Section 4.13

**2.4.2 EFFECTS FOUND NOT TO BE SIGNIFICANT**

As identified in the NOP included in Appendix A of this Draft EIR, the City of Rancho Cucamonga concluded that the Project would have no impact or a less than significant impact related to agriculture and forestry resources, mineral resources, public services, recreation, and wildfire. Refer to Section 6.1, Effects Determined Not to be Significant, of this Draft EIR for a discussion of these topical issues.

**2.4.3 POTENTIALLY SIGNIFICANT ADVERSE IMPACTS OF THE PROJECT ADDRESSED IN THIS DRAFT EIR**

The NOP and NOP comments received were used to establish the scope of the issues addressed in this Draft EIR. The City of Rancho Cucamonga identified that additional Project-level analysis was required to evaluate potential impacts associated with the implementation of the Project for the following environmental issue areas. Section 4.0 of this Draft EIR provides the environmental analysis and outlines the mitigation program for each of the following topical issues.

- Aesthetics (Section 4.1)
- Air Quality (Section 4.2)
- Biological Resources (Section 4.3)
- Cultural Resources (Section 4.4)
- Energy (Section 4.5)
- Geology and Soils (Section 4.6)
- Greenhouse Gas Emissions (Section 4.7)
- Hazards/Hazardous Materials (Section 4.8)
- Hydrology and Water Quality (Section 4.9)
- Land Use and Planning (Section 4.10)
- Noise (4.11)
- Population and Housing (4.12)
- Transportation (4.13)
- Tribal Cultural Resources (Section 4.14)
- Utilities and Service Systems (Section 4.15)

**2.5 INCORPORATION BY REFERENCE**

CEQA Guidelines Section 15147 states that the “information contained in an EIR shall include summarized...information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public,” and that the “[p]lacement of highly technical and specialized analysis and data in the body of an EIR shall be avoided through the inclusion of supporting information and analyses as appendices to the main body of the EIR.” CEQA Guidelines Section 15150 allows an EIR to “incorporate by reference all or portions of another document...” [and] provides that incorporation by reference is “most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand.” The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of a Draft EIR. Where this Draft EIR incorporates a document by reference, the document is identified in the

body of the Draft EIR. The documents listed below were relied upon or consulted in the preparation of this Draft EIR and are hereby incorporated by reference.

- ***Rancho Cucamonga 2010 General Plan Update Program Environmental Impact Report (SCH No. 2000061027) certified May 2010.*** The Project site is located within the geographical limits of the City of Rancho Cucamonga and is covered by the Rancho Cucamonga General Plan discussed below. Relevant citywide and regional environmental setting information and city-wide impacts from the General Plan EIR are discussed in this Draft EIR. The General Plan EIR contains information relevant to the Project site. Thus, the EIR for the City's General Plan is herein incorporated by reference pursuant to CEQA Guidelines Section 15150.
- ***Rancho Cucamonga General Plan adopted May 19, 2010 (Housing Chapter adopted October 4, 2017).*** Relevant environmental setting information; goals, policies, programs; buildout projections; performance standards; and other information contained in the *Rancho Cucamonga General Plan* are summarized in this Draft EIR to discuss existing conditions and regulations in the City and to address the Project's consistency with the General Plan. The Rancho Cucamonga General Plan is a long-range policy document that presents the City's vision for the next 15 to 20 years. The General Plan regulates future development and community enhancement activities in the City and it addresses issues that are important to the community. The process of preparing the General Plan involved focusing on potential areas of change, both from a geographic standpoint and a strategic or policy standpoint. The Project site is located within the Southeast Focus Area, which supports the only remaining land in Rancho Cucamonga devoted to heavy industrial uses. The Project, which involves redevelopment of the Project site with contemporary industry buildings, is consistent with the land use and growth assumptions for the Southeast Focus Area, as anticipated in the General Plan.

Additionally, this Draft EIR relies on following Project-specific technical studies, reports, and supporting documentation that comprise the Technical Appendices to this Draft EIR:

- A: NOP and NOP Comment Letters
- B1: Air Quality Impact Analysis
- B2: Health Risk Assessment
- B3: Construction Health Risk Assessment
- B4: Supplemental Assessment (Air Quality, Greenhouse Gas Emissions, Energy and Health Risk)
- C1: Habitat Assessment
- C2: Tree Survey Report
- C3: 6<sup>th</sup> Street At-Grade Crossing Habitat Assessment
- D: Cultural Resources Assessment
- E: Energy Analysis
- F: Geotechnical Investigation

G:	Paleontological Resources Assessment
H:	Greenhouse Gas Analysis
I1:	Phase I Environmental Site Assessment
I2:	Subsurface Investigation and Clarification Letter Regarding Historical Agricultural Chemicals
I3:	Asbestos Sampling Report
J1:	Preliminary Water Quality Management Plant (WQMP)
J2:	Preliminary Hydrology Report
K1:	Noise Impact Analysis
K2:	Supplemental Noise Assessment
L1:	Vehicular Miles Traveled (VMT) Analysis
L2:	Traffic Data Memorandum
M:	Water Supply Assessment (WSA)

These documents incorporated by reference are available for review at the address provided in Section 2.6, below. Additionally, the City's General Plan is available on the City's website at:

<https://www.cityofrc.us/community-development/planning>

## **2.6 PUBLIC REVIEW OF THE DRAFT EIR**

This Draft EIR is being distributed to responsible and trustee agencies, other affected agencies, surrounding cities, interested parties, and all parties who requested a copy of the Draft EIR in accordance with CEQA. The comment period will begin on May 3, 2021 and end on June 17, 2021. During this period, the Draft EIR will be available for review by appointment at the following locations:

- **City of Rancho Cucamonga Planning Department**  
10500 Civic Center Drive  
Rancho Cucamonga, CA 91730  
(909) 477-2750  
  
Hours: 7:00 AM to 6:00 PM Monday through Thursday
- **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

The Draft EIR and Technical Appendices will also be available on the following websites:

**City of Rancho Cucamonga**

<https://www.cityofrc.us/community-development/planning>

**OPR CEQAnet Web Portal**

<https://ceqanet.opr.ca.gov/>

Note: enter the Project's SCH No. 2020100056

Following the Draft EIR's public review period, responses to written comments received will be prepared and published in a Final EIR. The Final EIR—which will consist of the Draft EIR (or a revision of the Draft EIR), a list of commenters, comments received on the Draft EIR, and written responses to comments that raise significant environmental issues—will be considered for certification by the City of Rancho Cucamonga, consistent with Section 15090 of the State CEQA Guidelines. All responses to agencies' comments submitted for this Draft EIR will be provided to those agencies at least ten days prior to final action on the Project. The City of Rancho Cucamonga must certify the Final EIR as adequate prior to any decision to approve the Project. Public input is encouraged at all of the City's public hearings.

## **3.0 PROJECT DESCRIPTION**

### **3.1 INTRODUCTION**

This section provides the information required of an Environmental Impact Report (EIR) Project Description by the California Environmental Quality Act (CEQA) Guidelines Section 15124, including a description of the Project's precise location and boundaries; a statement of the Project's objectives; a description of the Project's characteristics; and a description of the intended uses of this Draft EIR, including a list of agencies that are expected to use this Draft EIR in their decision-making processes, a list of the permits and approvals that are required to implement the Project, and a list of related environmental review and consultation requirements.

In summary, the Bridge Point Rancho Cucamonga Project (Project) would involve the demolition of the existing buildings on-site (a 23,240 square-foot [sf] retail building and a 1,431,000-sf warehouse building previously occupied by Big Lots) and associated improvements, and redevelopment of the site with two high-cube warehouse buildings, described below in Section 3.4.3.A, Proposed Warehouse Buildings. Approximately 2,175,000 sf of gross floor area (warehouse uses and ancillary office space) would be provided upon completion of the Project, which includes the 1,422,500 sf Building 1 (1,403,500 sf of ground floor building area and 19,000 sf of mezzanine area) and 752,500 sf Building 2 (738,270 sf of ground floor building area and 14,230 sf of mezzanine area). The Project would also include construction of a new public roadway, referred to as Street "A," internal drive aisles, parking, on-site landscaping, lighting, and utility connections, as necessary to serve the Project.

### **3.2 PROJECT LOCATION**

The approximately 91.4-gross-acre<sup>1</sup> Project site is located at located at 12434 4<sup>th</sup> Street in the City of Rancho Cucamonga, San Bernardino County, California. The Project site is bound by 4<sup>th</sup> Street to the south (which is also the jurisdictional boundary between the City of Rancho Cucamonga and the City of Ontario) and 6<sup>th</sup> Street to the north, and generally located between Etiwanda Avenue to the east and Santa Anita Avenue to the west. The Project site is located approximately 0.5-mile east of Interstate (I)-15 and 0.7-mile north of I-10. The Project site comprises tax Assessor Parcel Numbers (APNs) 0229-283-50 and -51. Figure 3-1, Regional and Local Vicinity Map, depicts the regional location and local vicinity of the Project site. Refer to Section 4.0, Environmental Setting and Impact Evaluation Overview, of this Draft EIR, for general information related to the regional and local setting of the Project site.

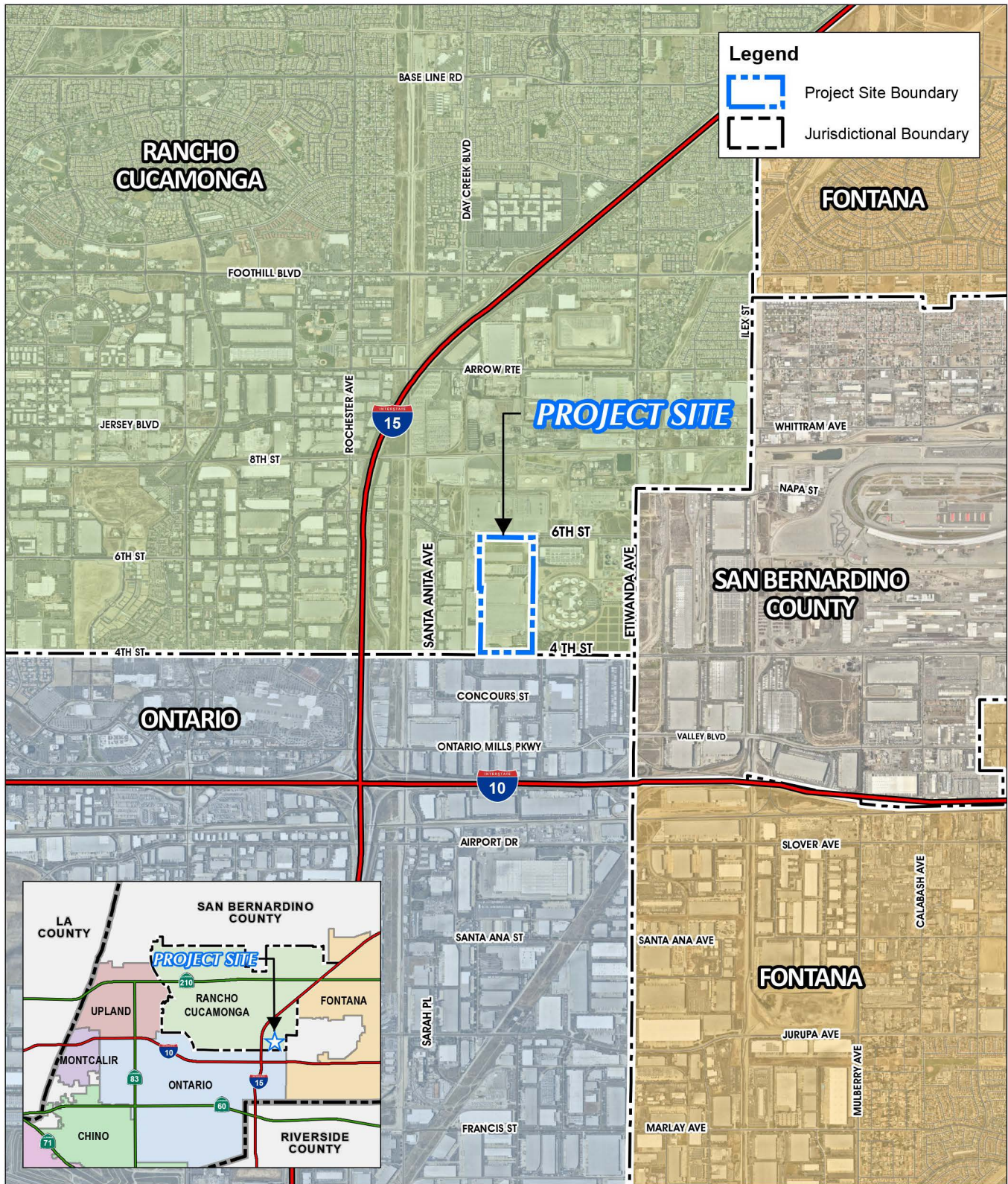
### **3.3 PROJECT OBJECTIVES**

Section 15124 of the State CEQA Guidelines establishes the requirement to address project objectives in an EIR project description. In addition to addressing the underlying project purpose, the objectives are also relevant to the development of the alternatives that are considered in the EIR and in the

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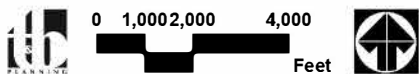
<sup>1</sup> The Project site encompasses approximately 85.0 net acres, excluding existing and proposed public roadway right-of-way and other area to be granted to the City.





Source(s): ESRI, Nearmap Imagery (2020), SB County (2019)

Figure 3-1



**Regional and Local Vicinity Map**

preparation of findings and, if necessary, a statement of overriding considerations in support of the decision-making action by the City.

The fundamental purpose and goal of the Project is to accomplish the orderly redevelopment of the Project site located in the City's Southeast Focus Area, as designated in the *Rancho Cucamonga General Plan*. This underlying purpose aligns with various aspects of the Southern California Association of Governments' (SCAG's) *Connect SoCal* (SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]) and primarily aspects related to accommodating goods movement industries and balancing job and housing opportunities in local areas to reduce long commutes from home to work. SCAG identifies the Inland Empire as a housing rich area and coastal communities as job rich areas and is striving in their policies to achieve more equal balances locally. The Project would achieve its underlying purpose and goal through the following objectives:

1. Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the *Rancho Cucamonga General Plan*.
2. Maximize redevelopment of the existing underutilized Project site and generate increased property tax revenue for the City of Rancho Cucamonga in order to support the City's ongoing municipal operations.
3. Maximize development of Class A high-cube warehouse industrial buildings in the City of Rancho Cucamonga that are designed to meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region.
4. Create employment-generating businesses in the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment, and to improve the jobs to housing balance.
5. Develop a project with an architectural design and operational characteristics that complement other existing buildings in the immediate vicinity and minimize conflicts with other nearby land uses.
6. Maximize industrial warehouse buildings in close proximity to an already-established industrial area, designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways, and avoid locating industrial warehouse buildings in close proximity to residential uses.
7. Develop properties that have access to available infrastructure, including roads and utilities to be used as part of the Southern California supply chain and goods movement network.

### **3.4 PROJECT COMPONENTS**

The Project involves discretionary legislative and site development actions by the City of Rancho Cucamonga, which are outlined at the end of this section in Table 3-4, Project Related

Approvals/Permits. The legislative actions that will initially be considered by the City Council include the following:

- General Plan Amendment
- Zoning Map Amendment
- Tentative Parcel Map
- Design Review
- Development Agreement

Additionally, tree removal permit would be considered by the Planning Commission. These individual components of the Project are described below.

### **3.4.1 GENERAL PLAN AMENDMENT AND ZONING MAP AMENDMENT**

The Project includes proposed amendments to the Rancho Cucamonga General Plan and Zoning Map that would modify the land use designation and zoning for approximately 55.2 acres comprising the northern portion of the Project site. The land use and zoning designations for this area would change from Heavy Industrial to General Industrial, consistent with the remaining approximately 36.2 acres of the site. The proposed General Plan amendment is illustrated on Figure 3-2, Proposed General Plan Amendment, and the proposed Zone Change is illustrated on Figure 3-3, Proposed Zoning Map Amendment.

### **3.4.2 TENTATIVE PARCEL MAP NO. 20271**

Under existing conditions, the Project site consists of one legal parcel, (two tax assessor parcels [APNs 0229-283-50 and -51]). The proposed Tentative Parcel Map No. 20271 presented on Figure 3-4, Proposed Tentative Parcel Map No. 20271, would subdivide the existing single legal parcel into two parcels that facilitate implementation of the proposed site plan described previously.

### **3.4.3 DESIGN REVIEW**

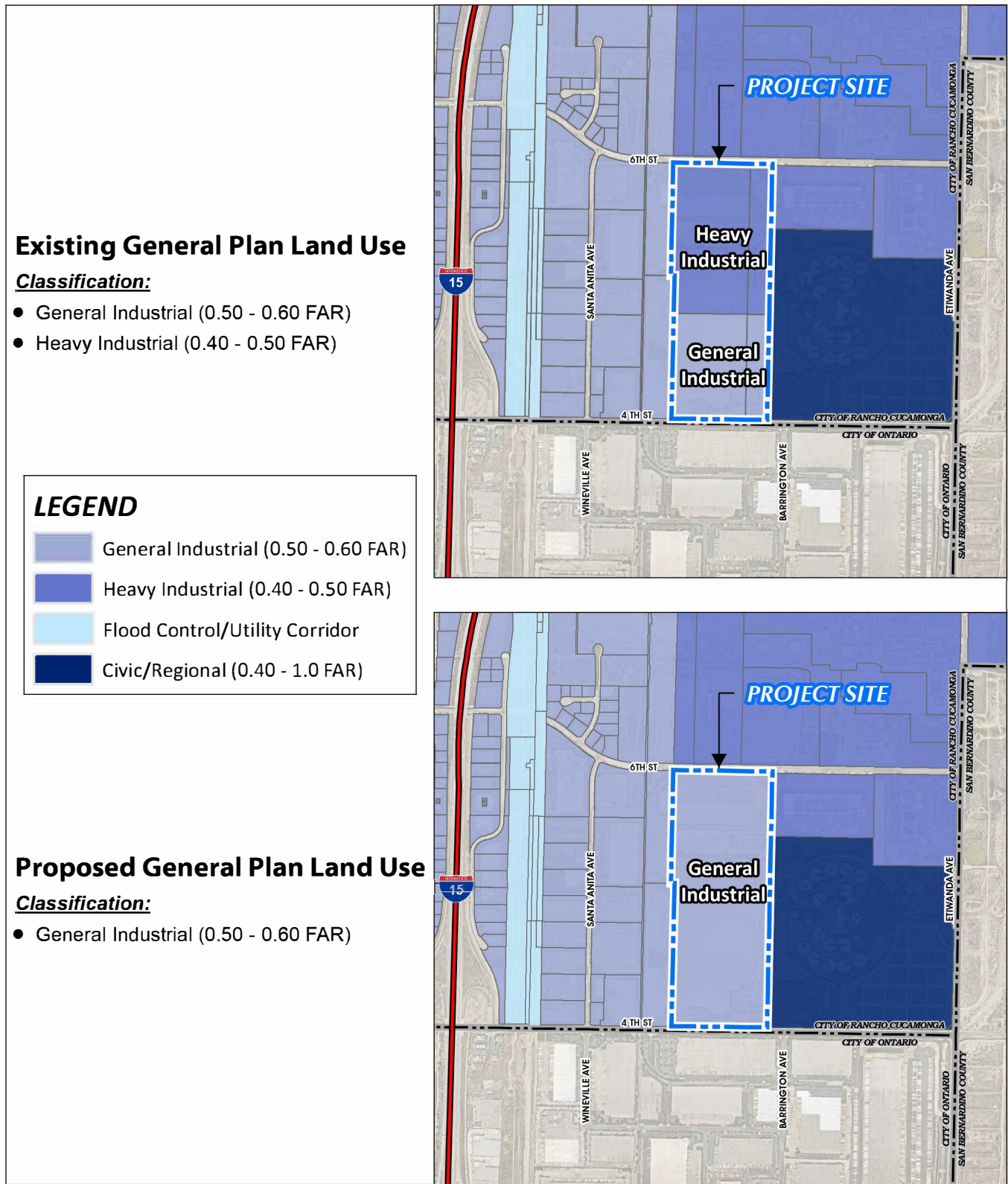
The following key Project components are described below, and the conceptual site plan is provided on Figure 3-5, Conceptual Site Plan.

- Proposed Warehouse Buildings
- Circulation and Parking
- Landscape, Fences/Walls, and Exterior Lighting
- Utilities and Infrastructure
- Demolition and Construction Activities
- Operational Characteristics

#### **A. Proposed Warehouse Buildings**

The Project involves the construction and operation of two high-cube warehouse buildings (Building 1 and Building 2). High-cube warehouses are primarily used for the storage and/or consolidation of



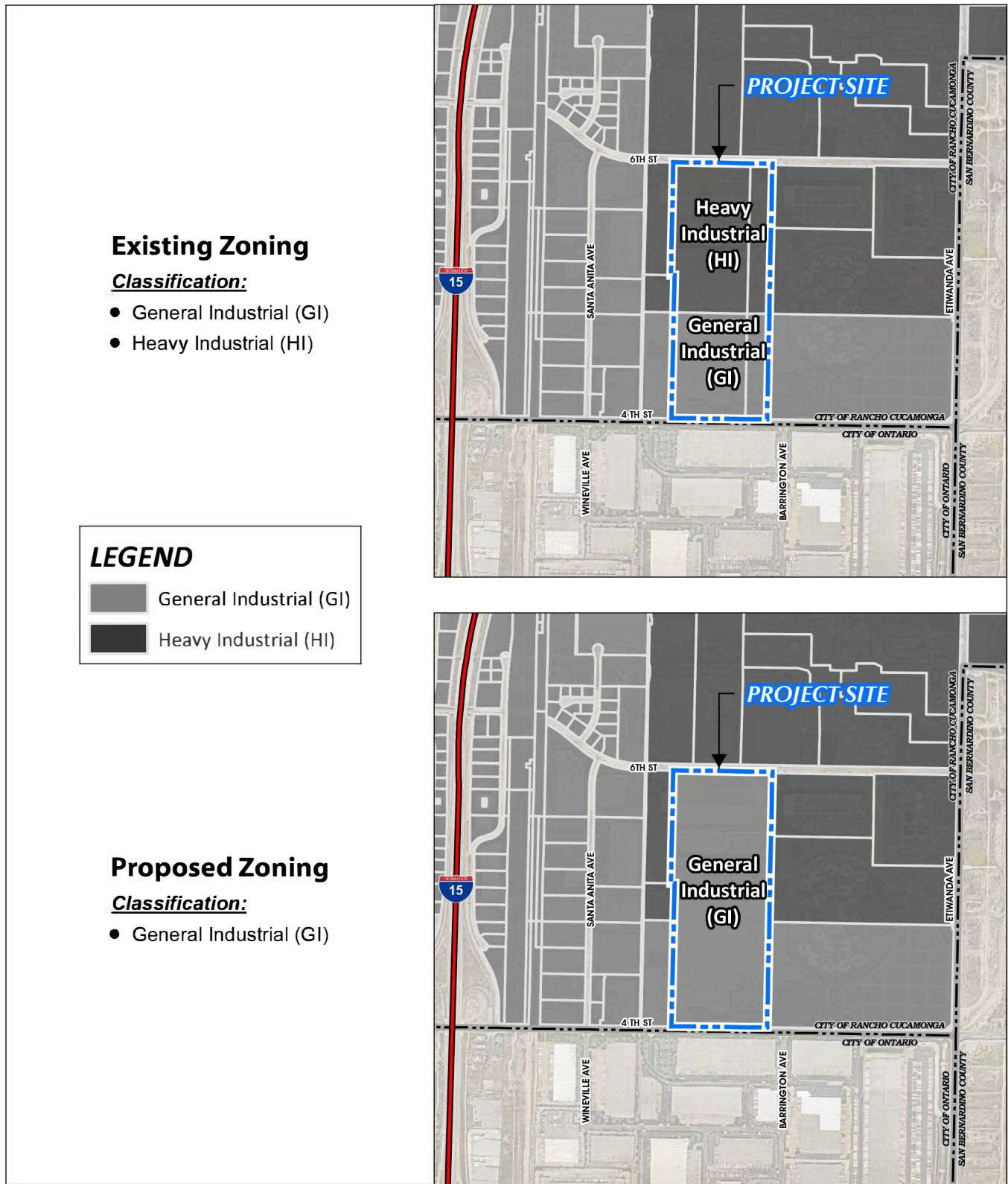


Source(s): City of Rancho Cucamonga, ESRI, Nearmap Imagery (2020), SB County (2019)

Figure 3-2



Proposed General Plan Amendment



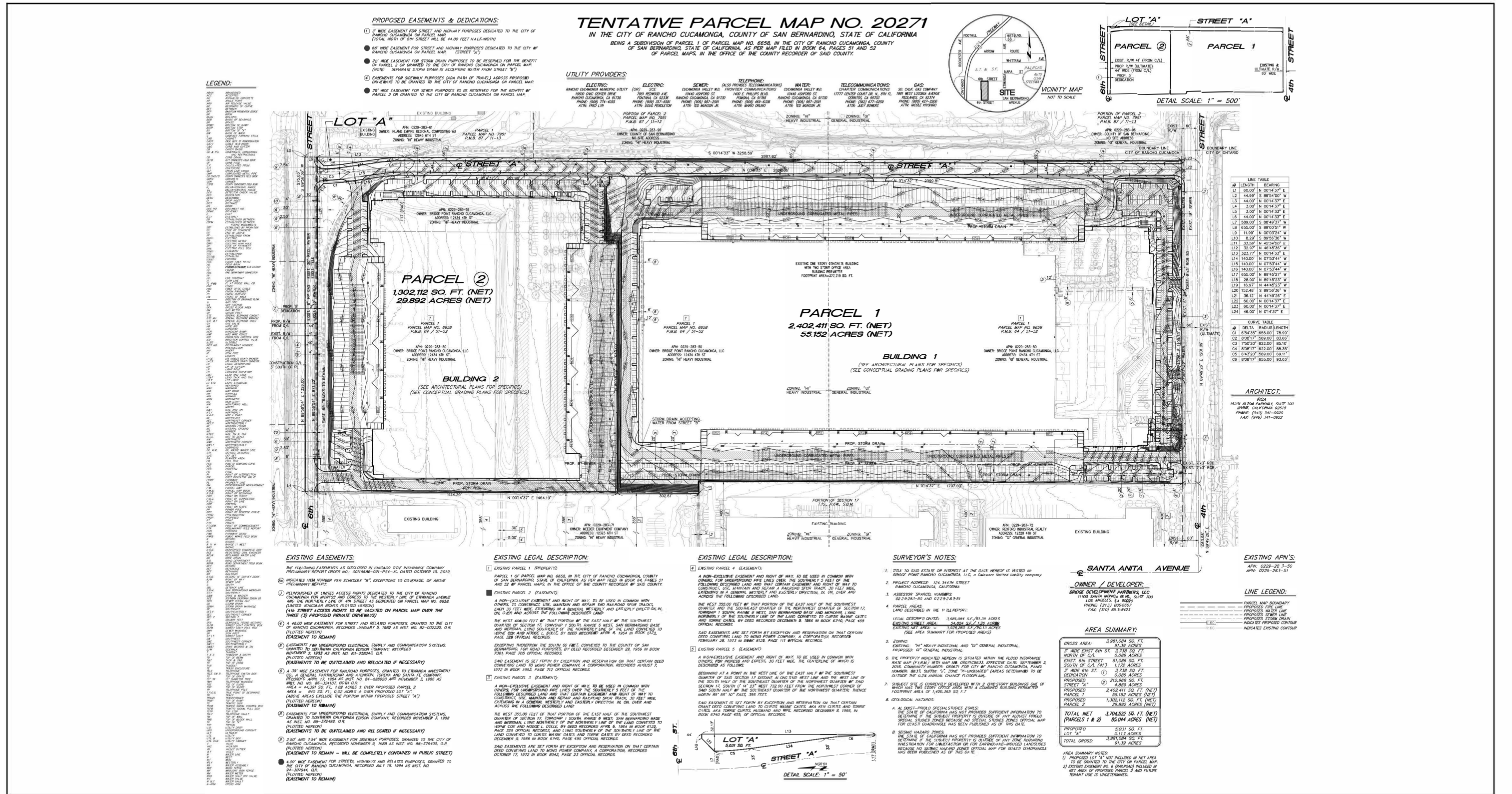
Source(s): City of Rancho Cucamonga, ESRI, Nearmap Imagery (2020), SB County (2019)

Figure 3-3



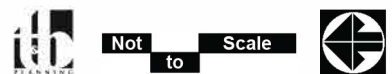
Proposed Zoning Map Amendment





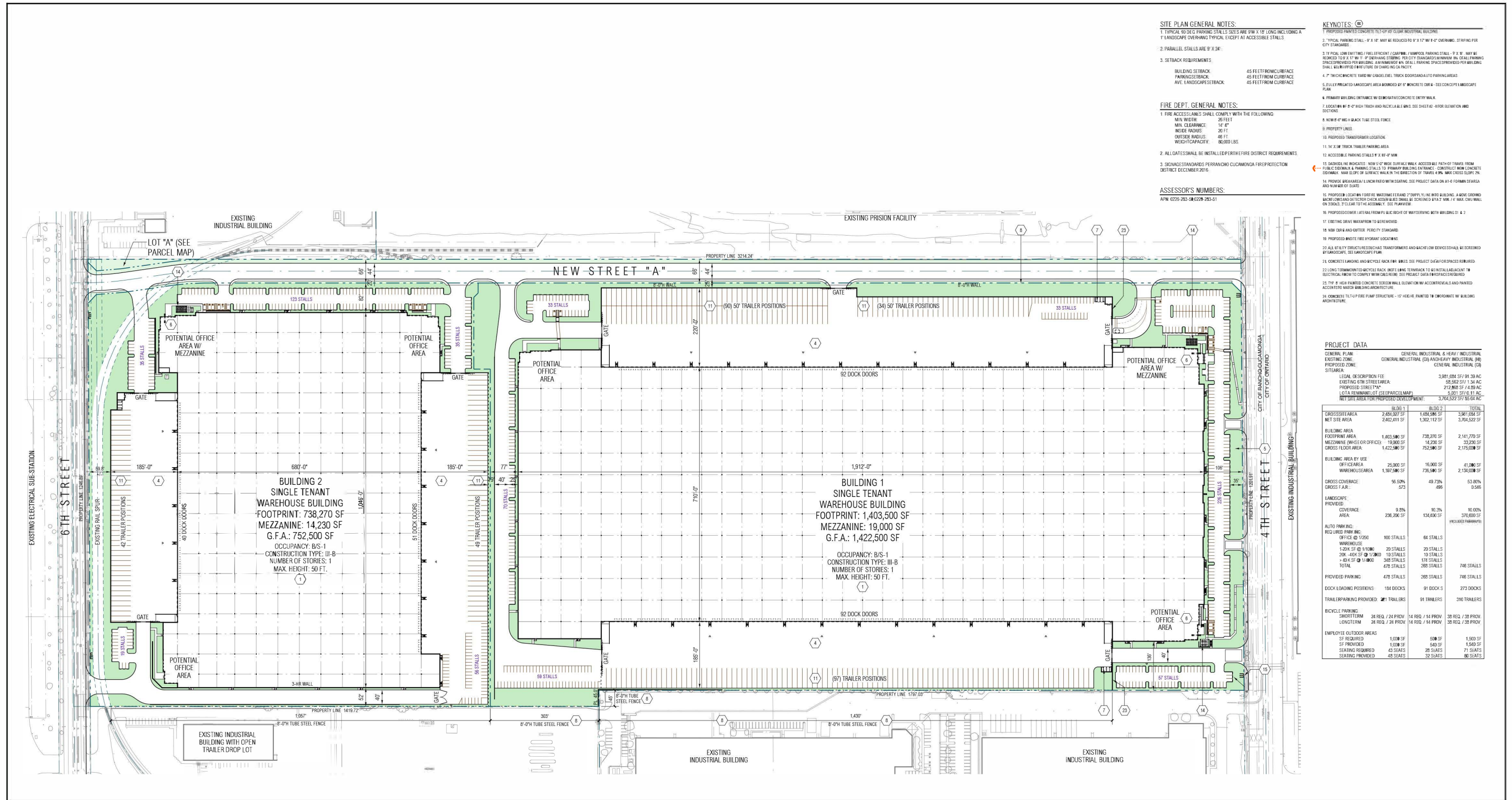
Source(s): Thienes Engineering, Inc. (01-20-2021)

Figure 3-4



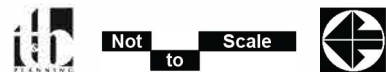
Proposed Tentative Parcel Map No. 20271





Source(s): RGA (01-15-2021)

Figure 3-5



manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. There are different types of high-cube warehouses that have various operational characteristics (e.g., fulfillment centers which can be non-sort or sort facilities, cold storage warehouses, etc.). The future tenants of the buildings are not known at the time of writing this Draft EIR. However, for purposes of analysis in this Draft EIR, and based on the proposed building design/site plan and associated parking layout, it is assumed that 90% of the building square footage would be operated as a high-cube non-sort fulfillment center warehouse<sup>2</sup> and the remaining 10% would be operated as a high-cube cold storage warehouse<sup>3</sup>. The general term “high-cube warehouse” is used throughout this Draft EIR to describe the above Project characteristics; where specific to an analysis, the terms non-sort fulfillment center or cold storage warehouse are also used. A discussion of operational characteristics of the proposed buildings is provided in Section 3.4.3.G, below.

As shown in Table 3-1, Building 1 and Building 2 Summary, total building area would include approximately 2,175,000 sf consisting of warehouse uses and 41,000 sf of ancillary office space (refer to the proposed conceptual site plan presented on Figure 3-5). There would be approximately 2,136,200 sf of ground level floor space and approximately 33,230 sf of mezzanine. The proposed buildings would comply with the development standards for industrial districts set forth in Section 17.36.040, the City of Rancho Cucamonga’s Development Code, related to, but not limited to minimum lot area and width, setbacks, distance between buildings, floor area ratio, maximum building height and landscape area.

**Table 3-1 Building 1 and Building 2 Summary**

	<b>Building 1</b>	<b>Building 2</b>	<b>Total</b>
Warehouse Space	1,397,500 sf	736,500 sf	2,134,000 sf
Office Space	25,000 sf	16,000 sf	41,000 sf
<b>Total Building Area</b>	<b>1,422,500 sf</b>	<b>752,500 sf</b>	<b>2,175,000 sf<sup>a</sup></b>
sf: square feet			
a. Includes 33,230 sf of mezzanine that may function as office and/or warehouse space.			

The proposed high-cube warehouse buildings are further described below. Prior to the issuance of building permits to construct Building 1 and Building 2, the Project Applicant would be required to submit construction documents/plans to the City of Rancho Cucamonga for review and approval. The construction documents/plans would be required to comply with the City of Rancho Cucamonga Building Code, which is based on the California Building Code and is included in Title 15, Buildings and Construction, of the City of Rancho Cucamonga Municipal Code. Further, the Project construction would comply with California Title 24 Energy Efficiency Standards for Residential and Nonresidential

<sup>2</sup> Fulfillment centers can be categorized as either sort or non-sort facilities. A non-sort fulfillment center typically ships large box items that use more automation than manual sortation. A sort fulfillment center typically ships out smaller items, requiring extensive sorting, typically by manual means. (Institute of Transportation Engineers Trip Rate 155)

<sup>3</sup> A cold storage warehouse has the ability to keep temperature sensitive items in a temperature-controlled environment.

Buildings (Title 24 Standards) and the Title 24 California Green Building Standards Code (CALGreen Code).

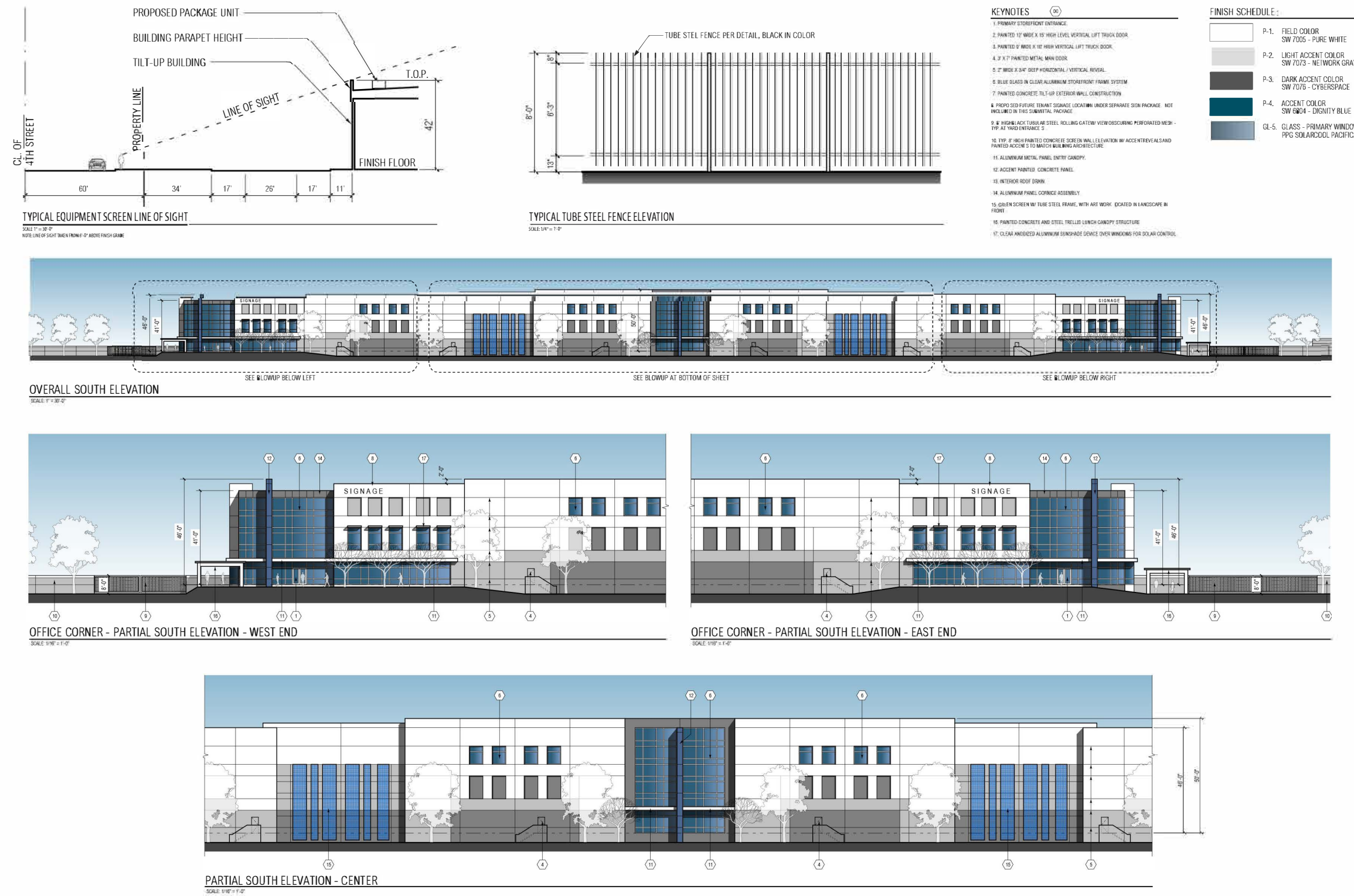
- **Building 1.** Building 1 would be a rectangular building (approximately 1,912 feet long and 710 feet wide) located on the southern portion of the Project site. As described above and shown on Figure 3-5, Building 1 would include approximately 1,422,500 sf of floor area (25,000 sf of ancillary office space and 1,397,500 sf of warehouse space). An approximately 19,000 sf mezzanine is proposed, which could be used as either ancillary office or warehouse space. Building 1 would be a cross-dock building, meaning that loading docks are located on opposite sides of the building; Building 1 would provide 92 loading dock doors on both the east side and west side of the building within enclosed truck courts, for a total of 184 loading door docks. Passenger vehicle parking stalls, which could include parking for employees, visitors, and delivery vans/vehicles, would be distributed south of the building, and near each corner of the building (near anticipated office spaces). Outdoor patio area for employees (employee break areas) would also be provided in compliance with Section 17.122.030 of the City's Development Code (anticipated to be located near the office areas at the southeast and southwest corners of Building 1).

Building 1 would be designed with a varied roofline. For purposes of analysis in this Draft EIR, and as identified on the conceptual site plan, it is assumed the building height would reach a maximum of 50 feet at the top of parapet. The building would be constructed of concrete tilt-up panels and low-reflective blue glass. The building's exterior color palette would be comprised of various shades of white and gray with blue accents. Decorative building elements would include aluminum panels at office corner parapets, canopies at the office entries, and anodized aluminum window shades. Building 1 would also include a green screen material on a tube steel frame for planting of climbing vines. Conceptual architectural elevations for Building 1 are provided on Figure 3-6a and Figure 3-6b, Conceptual Building Elevations – Building 1. Conceptual renderings are provided on Figure 3-7, Conceptual Building Renderings.

As shown, various architectural elements would effectively avoid monotony and repetition in building elevations. Additionally, the proposed building materials would minimize glare. It should also be noted that rooftop equipment would be screened behind the parapet and would not be visible from the street, as shown on the typical equipment screen line of sight drawing included on Figure 3-6a.

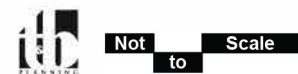
- **Building 2.** Building 2 would be a rectangular building (approximately 1,046 feet long and 680 feet wide) located on the northern portion of the Project site. As described above and shown on Figure 3-5, Building 2 would include approximately 752,500 sf of floor area, including approximately 16,000 sf of ancillary office space and 736,500 sf of warehouse space. An approximately 14,230 sf mezzanine is proposed, which could be used as either ancillary office or warehouse space. Building 2 would also be a cross-dock building with 40 loading dock doors on the north side of the building and 51 loading dock doors on the south side of the





Source(s): RGA (01-15-2021)

Figure 3-6a





Source(s): RGA (01-15-2021)

Figure 3-6b

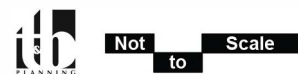






Source(s): RGA (01-15-2021)

Figure 3-7





building within enclosed truck courts. Passenger vehicle parking stalls, which could include parking for employees, visitors, and delivery vans/vehicles, would be distributed east of the building, and near each of the building's corners. An outdoor patio area for employees would also be provided, and is anticipated to be located near the office at the northeast corner of Building 2. To provide a cohesive aesthetic character, the architectural style, building materials, and decorative building elements for Building 2 would be the same as that identified above for Building 1. Conceptual architectural elevations for Building 2 are provided on Figure 3-8a and Figure 3-8b, Conceptual Building Elevations – Building 2, and a conceptual rendering is provided on Figure 3-7.

Building 2 would also have a varied roofline. For purposes of analysis in this Draft EIR, and as identified on the conceptual site plan, it assumed the building height would reach a maximum of 50 feet at the top of parapet. As with Building 1, rooftop equipment would be screened and would not be visible from the street (refer to Figure 3-8a).

## ***B. Circulation and Parking***

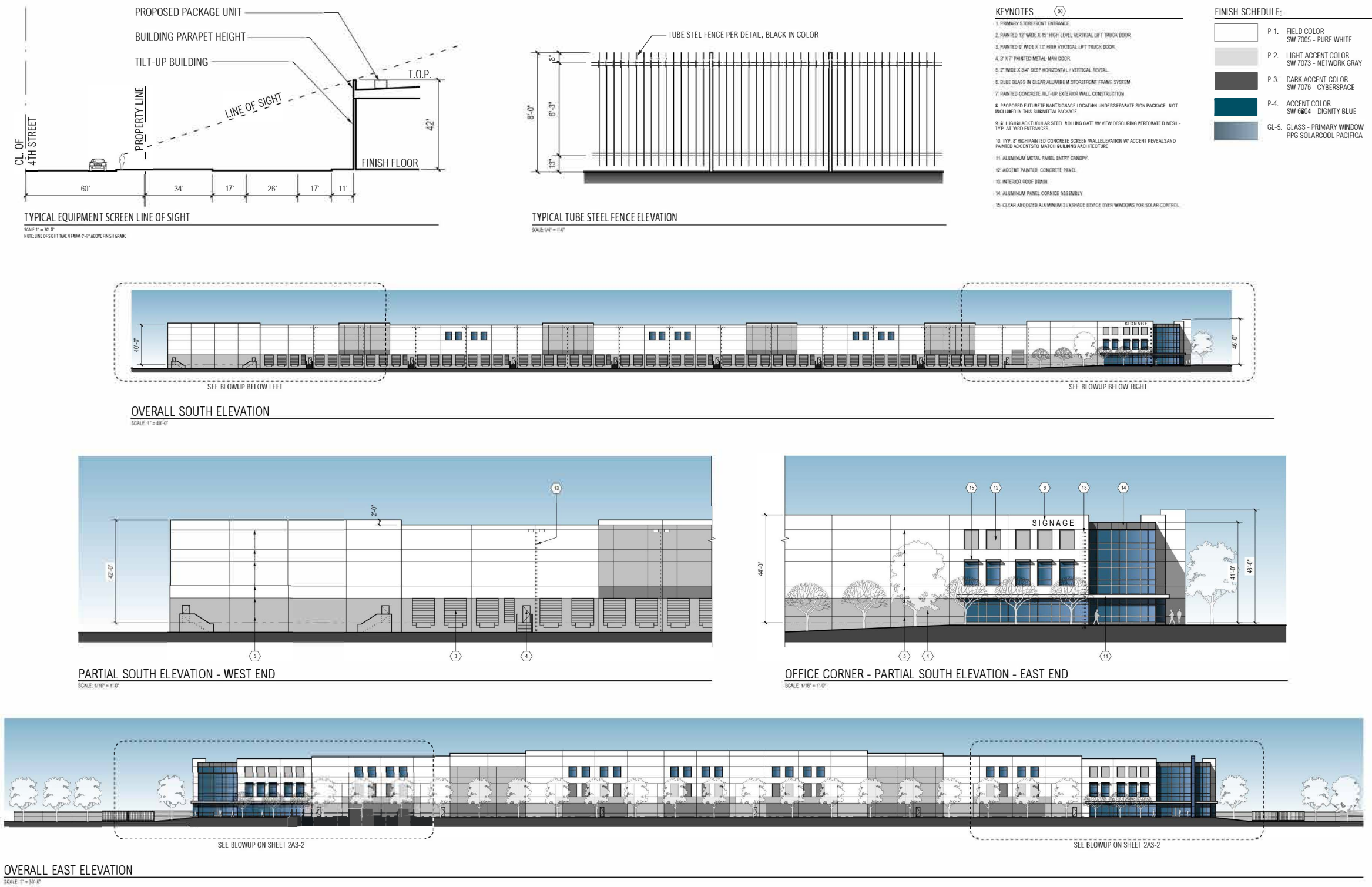
### ***1. Project Site Vehicular Circulation***

The existing public street network abutting the Project site consists of 4<sup>th</sup> Street to the south and 6<sup>th</sup> Street to the north; both of these roadways are designated truck routes. It should be noted that the southern portion of 4<sup>th</sup> Street is under the jurisdiction of the City of Ontario. 4<sup>th</sup> Street is identified as a Major Divided Arterial in the Rancho Cucamonga General Plan Community Mobility Element, and 6<sup>th</sup> Street is identified as Secondary Arterial. Based on the preliminary conditions of approval established for the Project, the Project would include the following improvements to these roadways along the Project site frontage: remove and replace the curb and gutter, and grind and overlay the asphalt concrete pavement.

As shown on Figure 3-5, the Project would include the construction of a new public roadway referred to as Street A. Street A would extend in a north-south direction with intersections at 4<sup>th</sup> Street and 6<sup>th</sup> Street, and would form the eastern boundary of the Project site. Street A would be a designated Industrial Collector (66-foot full-width right-of-way). There would be one travel lane, landscaped parkway in each direction, and a sidewalk on the west side of the street (refer to the typical cross section provided on Figure 3-9, Typical Cross Sections – Street A).

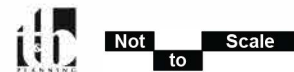
Vehicular and truck traffic access would be provided to the Project site via the following proposed driveways shown on Figure 3-10, Proposed Site Access:

- Driveway 1 on 6<sup>th</sup> Street – full access for both passenger cars and trucks
- Driveway 2 on 4<sup>th</sup> Street – full access for both passenger cars and trucks
- Driveway 3 on 4<sup>th</sup> Street – full access for passenger cars only
- Driveway 4 on 4<sup>th</sup> Street – full access for passenger cars only
- Driveway 5 on proposed Street A – full access for both passenger cars and trucks
- Driveway 6 on proposed Street A – full access for passenger cars only
- Driveway 7 on proposed Street A – full access for both passenger cars and trucks



Source(s): RGA (01-15-2021)

Figure 3-8a

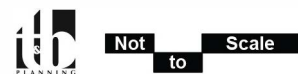


Conceptual Building Elevations - Building 2

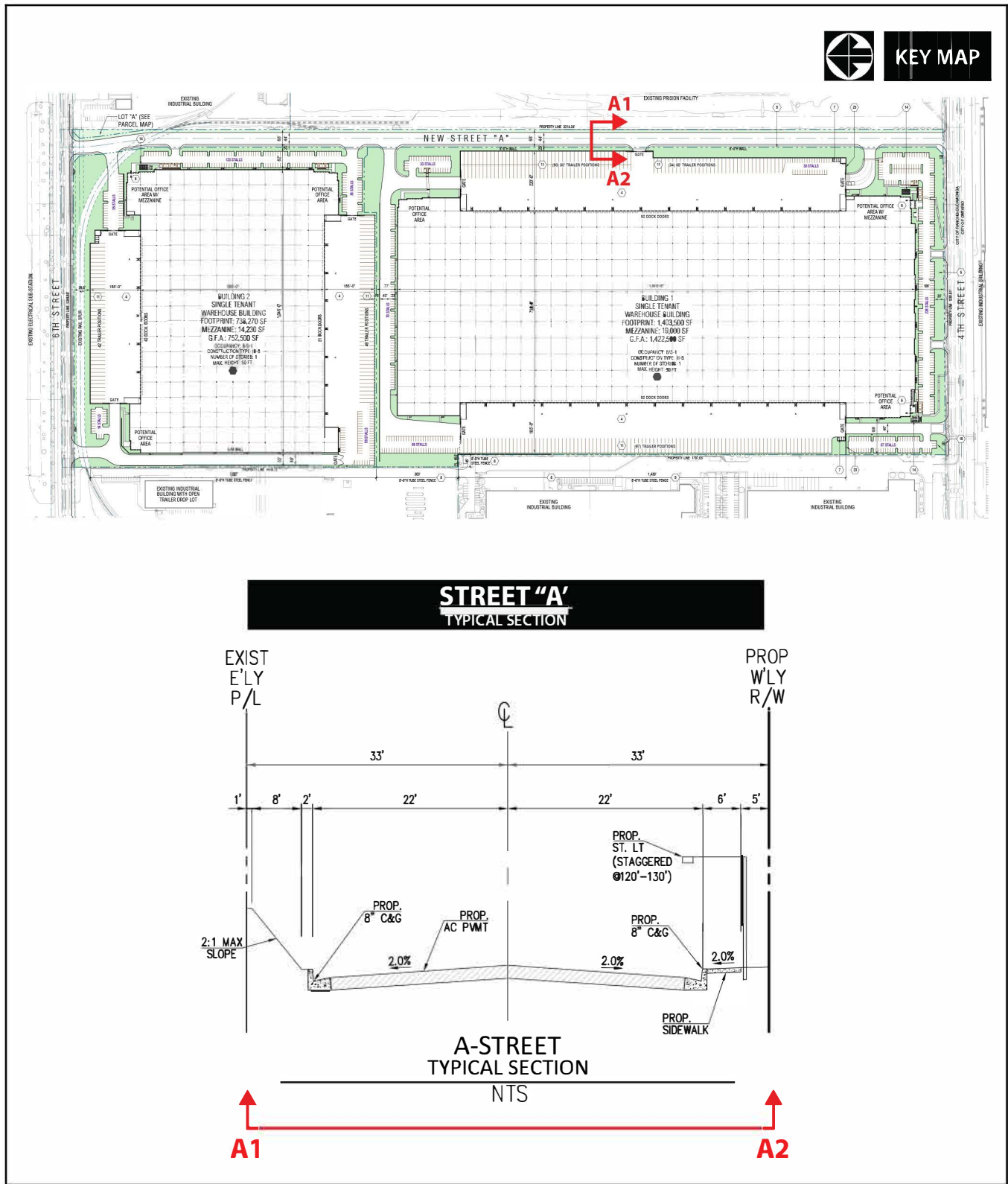


Source(s): RGA (01-15-2021)

Figure 3-8b



Conceptual Building Elevations - Building 2



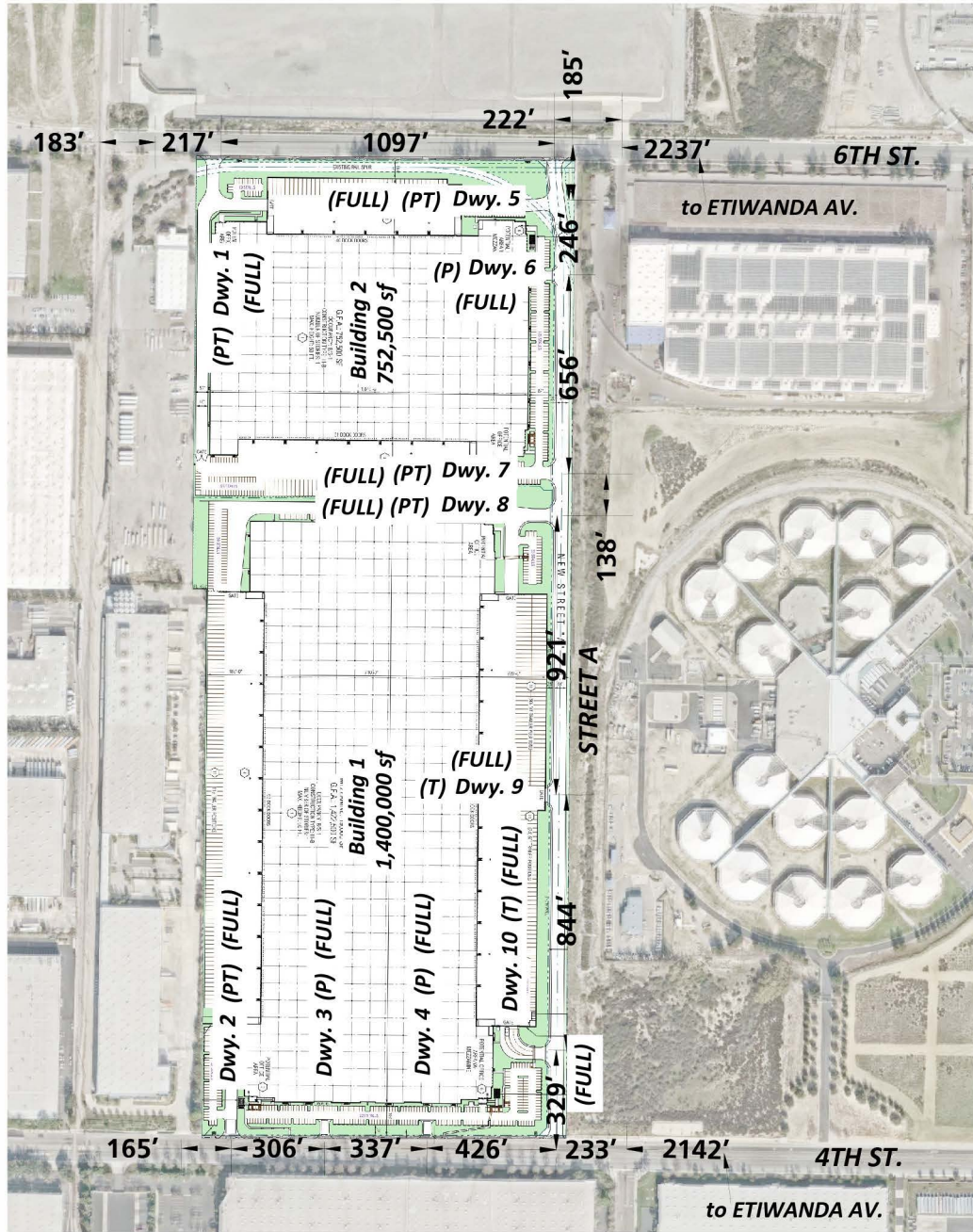
Source(s): Thienes Engineering, Inc. (01-08-2021), RGA (01-15-2021)

Figure 3-9

**th** **PLANNING**  
 Not to Scale

**Typical Cross Section - Street A**





**LEGEND:**

- FULL** = FULL ACCESS
- P** = PASSENGER CARS ONLY
- T** = TRUCKS ONLY
- PT** = PASSENGER CARS AND TRUCKS

Source(s): Urban Crossroads (01-19-2021)

Figure 3-10



Not to Scale

**Proposed Site Access**

- Driveway 8 on proposed Street A – full access for both passenger cars and trucks
- Driveway 9 on proposed Street A – full access for trucks only
- Driveway 10 on proposed Street A – full access for trucks only

Proposed public roadway Street A would allow for full access for passenger cars and trucks at both 6<sup>th</sup> Street and 4<sup>th</sup> Street, and the intersection of 4<sup>th</sup> Street and Street A would be signalized.

An internal network of drive aisles would be provided to serve each building, which would meet RCFPD standards for access, width, and turning radii. The proposed fire access plan is provided on Figure 3-11, Proposed Fire Access Plan.

## **2. *Non-Vehicular Circulation, Transit, Commute Trip Reduction, and Freight Rail***

In the vicinity of the Project site, which is in a designated Transit Priority Area (TPA)<sup>4</sup>, there are bus stops on the north and south side of 4<sup>th</sup> Street. The bus stops on the north side of 4<sup>th</sup> Street adjacent to the Project site would remain in use. To facilitate use of transit and non-vehicular circulation and to meet applicable requirements for accessibility pursuant to the Americans with Disabilities Act (ADA), the Project would include improvements to 4<sup>th</sup> Street and 6<sup>th</sup> Street along the Project site frontage. The following improvements are anticipated based on the preliminary conditions of approval established for the Project, and would be confirmed by the City during final design: removal and replacement of the existing sidewalk, and installation of Class II bikeways adjacent to the Project site.

To facilitate bicycle travel and comply with the CALGreen Code and Section 17.64.100 of the City's Development Code, exterior short-term and long-term bicycle parking would be provided at each building near the office areas (24 short-term and 24 long-term spaces for Building 1 [48 total], and 14 short-term and 14 long-term spaces for Building 2 [28 total]).

With respect to freight rail, the portion of existing rail spur within the Project site that is within the parcel for Building 2 would be retained (south of 6<sup>th</sup> Street). The remaining portion of the rail spur within the Building 1 parcel would be removed. However, the Project has been designed to allow for future rail use at Building 1, should it be desired by a tenant.

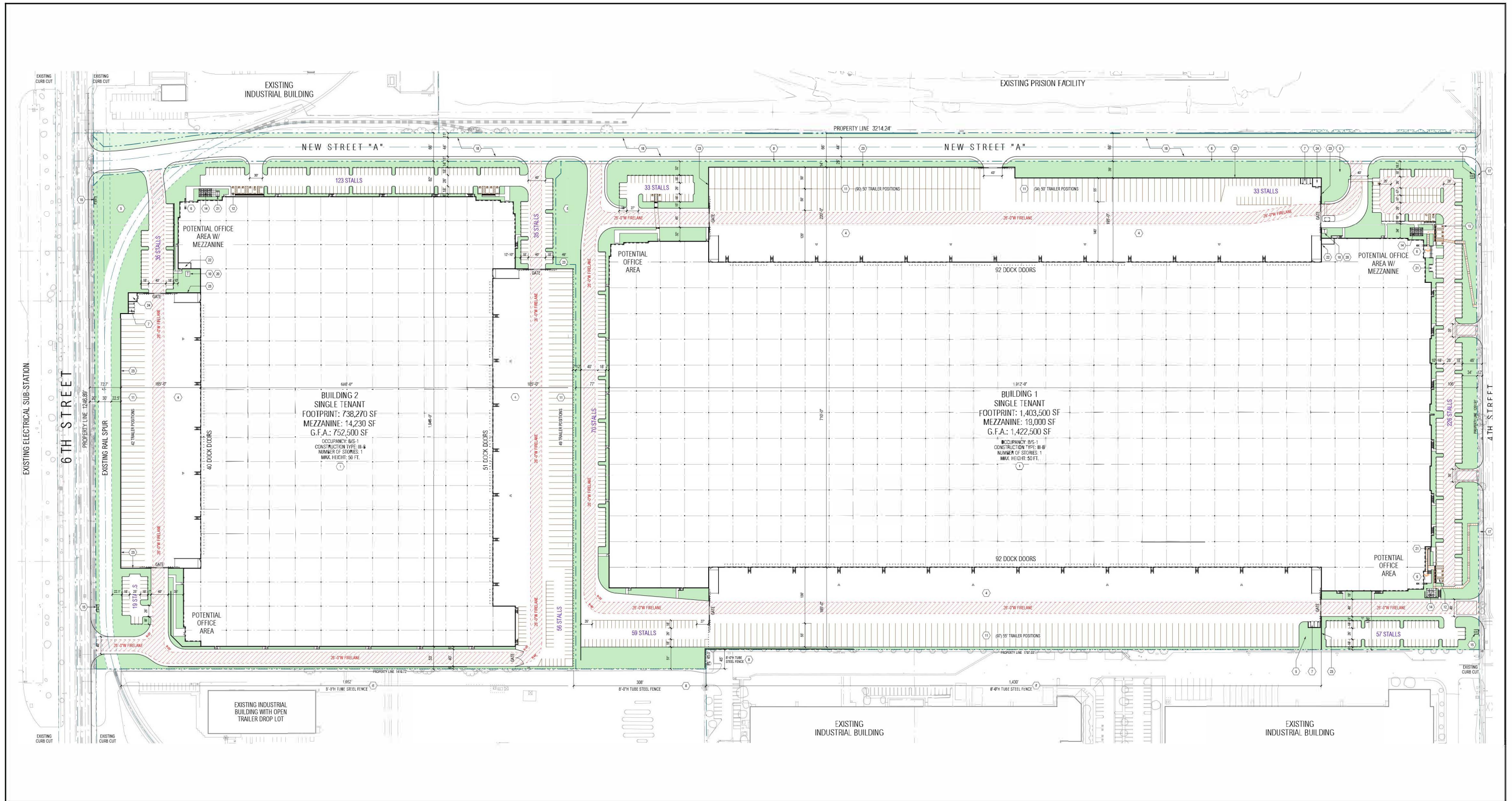
## **3. *Parking***

The Project has been designed to comply with Chapter 17.64.050 of the City's Development Code related to parking requirements. As shown on the conceptual site plan (refer to Figure 3-5), parking would be provided as described below. In the event of future parking space striping revisions that alter the number or locations of on-site passenger vehicle and/or trailer parking spaces, such revisions would also be required to comply with the City's Development Code.

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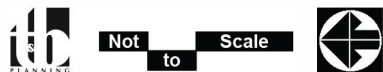
<sup>4</sup> A Transit Priority Area is defined as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor, as further described in Section 4.13, Transportation, of this Draft EIR.





Source(s): RGA (01-15-2021)

Figure 3-11



Proposed Fire Access Plan



- **Building 1.** The truck court on the east side of Building 1 would include 124 trailer parking stalls, the truck court on the west side of Building 1 would include 97 trailer parking stalls, and 478 passenger vehicle parking stalls (including employee vehicles and delivery vans/vehicles) would be distributed along the south side of the building and near the corners of the building (where building offices/entrances are anticipated). Approximately 33 of the vehicle parking stalls would be provided within the truck court located on the east side of the building. There would be 429 standard stalls, 39 clean air/vanpool/electric vehicle stalls, and 10 accessible spaces.
- **Building 2.** The truck court on the north side of Building 2 would include 42 trailer parking stalls, the truck court on the south side of Building 2 would include 49 trailer parking stalls, and 268 passenger vehicle parking stalls (including employee vehicles and delivery vans/vehicles) would be distributed along the east side of the building and near the corners of the building (where building offices/entrances are anticipated). Approximately 56 of the vehicle parking stalls would be provided within the truck court located on the south side of the building. There would be 238 standard stalls, 22 clean air/vanpool/electric vehicle stalls, and 8 accessible stalls.

#### 4. *6<sup>th</sup> Street Railroad Spur Crossing*

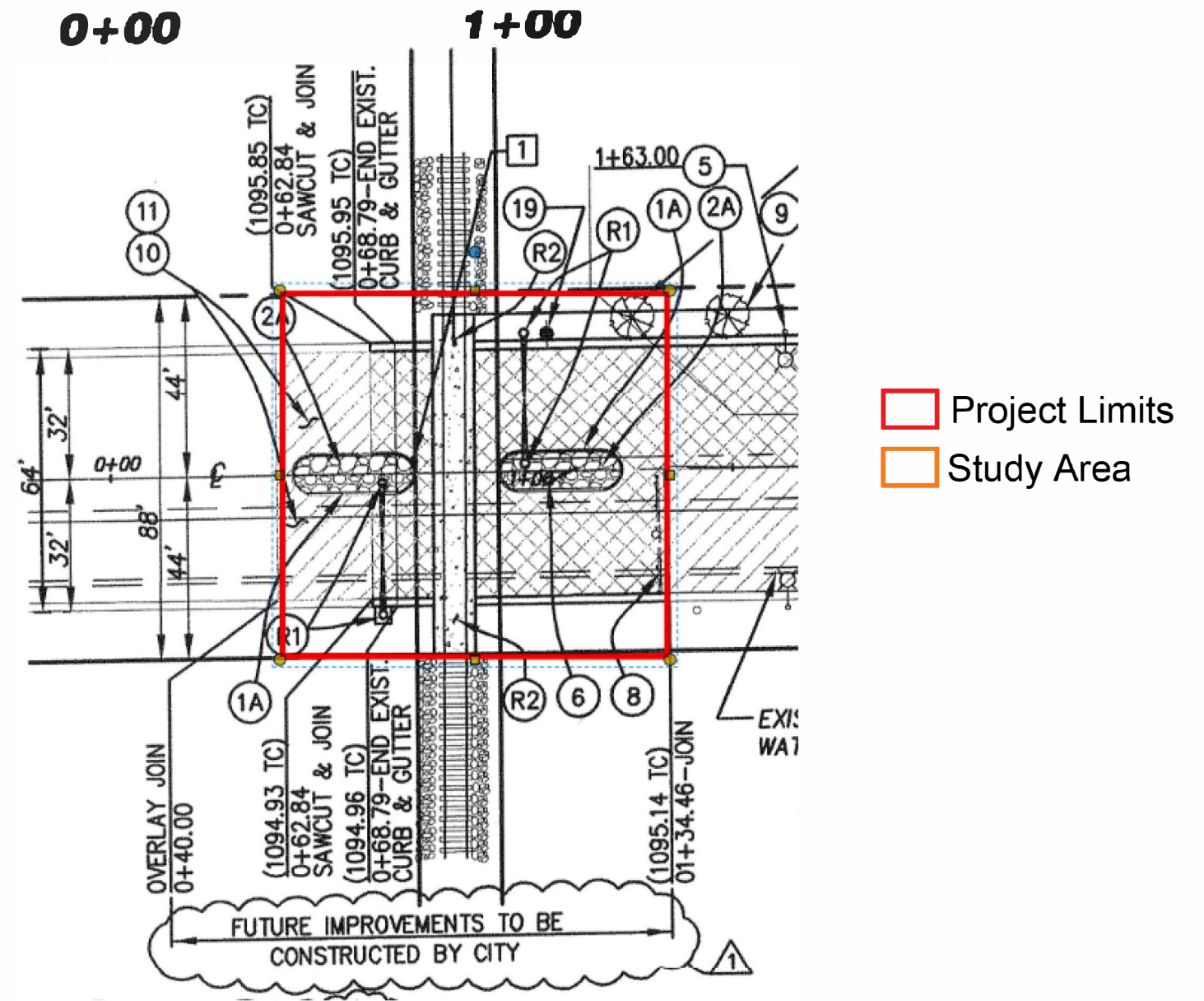
Under existing conditions, 6<sup>th</sup> Street west of the Project site terminates at the existing BNSF railroad spur. The City's General Plan anticipates completion of 6<sup>th</sup> Street between Santa Anita Avenue and Etiwanda Avenue. The Project does not require this connection for operations. Additionally, the Project would include a new public street (Street A), which extends along the eastern Project site boundary connecting 4<sup>th</sup> Street and 6<sup>th</sup> Street, further enhancing vehicular circulation in the area. Nonetheless, for CEQA purposes, implementation of the crossing by the Project Applicant has been analyzed in this Draft EIR. The Project Applicant's ultimate obligations relative to implementation of the crossing will be determined as part of the Development Agreement between the City and the Project Applicant (refer to the discussion provided in Section 3.4.4). Portions of the crossing are outside the control of the City of Rancho Cucamonga and the Project Applicant, as the improvement would require BNSF and California Public Utilities Commission (CPUC) approval.

Although implementation of this at-grade crossing is not required from a CEQA perspective to address any traffic deficiencies resulting from the Project, Section 4.1 through Section 4.15 of this Draft EIR address the potential environmental impacts that would occur with implementation of the crossing, as applicable. The timing for implementation of the crossing, which would require approval from BNSF Railway and CPUC, has not been determined. A design for this crossing was previously completed as part of the approved 6<sup>th</sup> Street – Street and Railroad Crossing Improvements from West of Railroad Crossing to Etiwanda Avenue, which was associated with construction of the Southern California Edison (SCE) facility north of the Project site (north of and abutting 6<sup>th</sup> Street). The previously approved 6<sup>th</sup> Street improvement plan is the basis for analysis in this Draft EIR, and is included in Figure 3-12, 6<sup>th</sup> Street At-Grade Crossing. As shown in Figure 3-12, there would be an at-grade crossing of the rail spur, which would connect to the existing roadway on either side of the railroad. A sidewalk would also be installed on the south side of the roadway connecting sidewalks to the east and west. This at-grade crossing would also involve the installation of railroad crossing arms and signals

6TH STREET CROSSING - EXISTING CONDITION



6TH STREET CROSSING - DESIGN PER CITY PLANS



Source(s): Bridge Development Partners (August 2020), SCE (08-10-2009)

Figure 3-12



for safety purposes, and installation of a concrete crossing of the railroad tracks within BNSF right-of-way. There is an existing high-power SCE transmission line pole in the right-of-way for this improvement (north side of 6<sup>th</sup> Street) that would remain in place.

### **C. Landscape, Fences/Walls, and Exterior Lighting**

#### **1. Landscape**

Existing trees and other vegetation on the Project site would be removed, and new landscaping would be installed covering approximately 370,600 sf of the Project site (10%), including street parkways, as identified in conceptual landscape plan presented on Figure 3-13, Conceptual Landscape Plan. Proposed landscaping would be ornamental in nature and would feature trees, shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. As shown on Figure 3-13, landscaping would primarily be installed along the Project site's street frontages with 4<sup>th</sup> Street and 6<sup>th</sup> Street. Landscaping also would occur at building entries, in and around automobile parking areas, and within the parkway along proposed Street A. The landscape plan has been developed in compliance with Chapter 17.82, Water Efficient Landscaping, of the City's Development Code, which requires measures be implemented to reduce water use associated with landscaping. The number of trees to be planted would comply with the City's landscape requirements and tree replacement requirements, including replacement of all heritage trees with other heritage trees on a 1:1 basis (refer to 3.4.5, Tree Removal Permit).

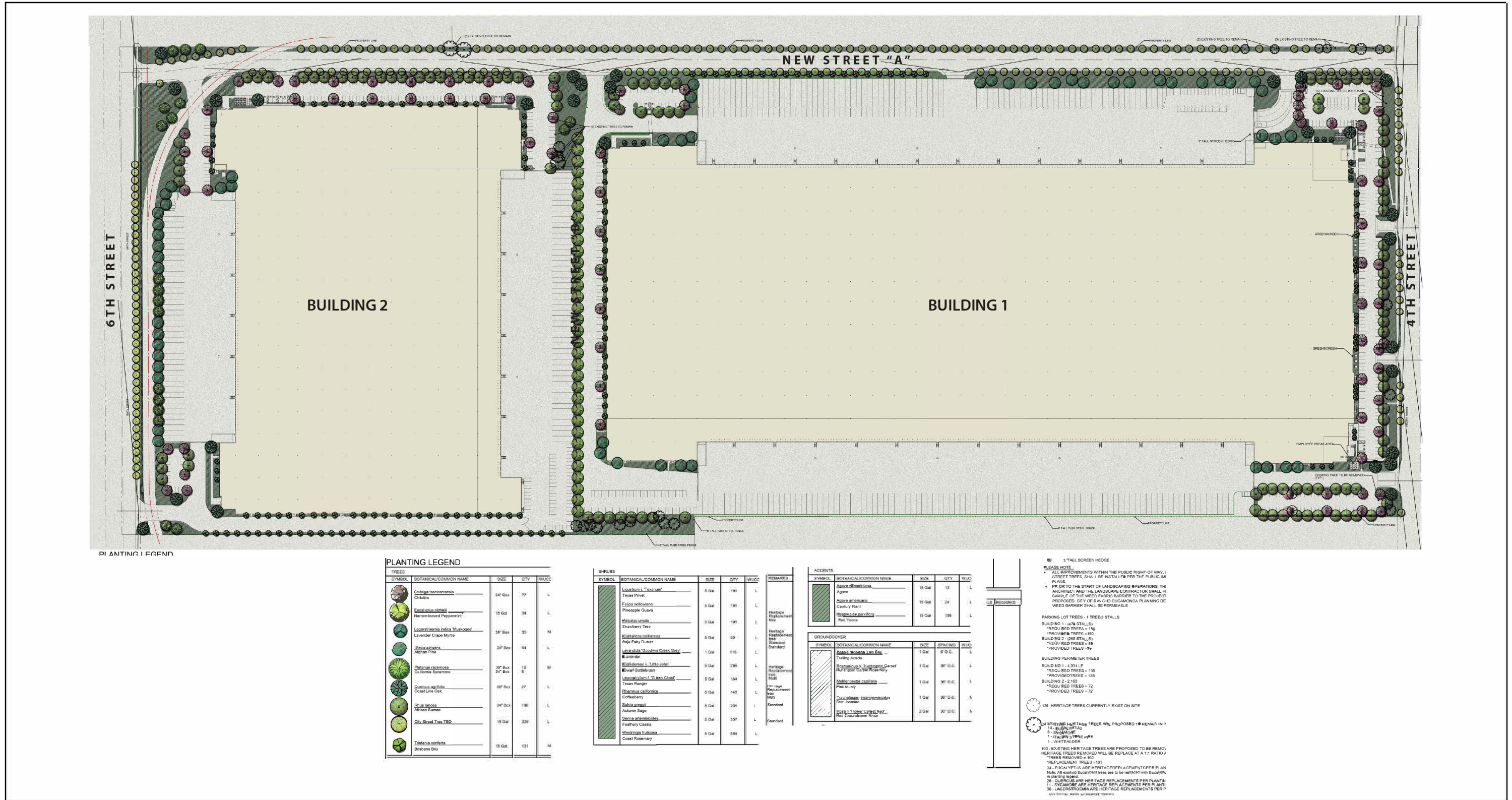
#### **2. Fences/Walls**

A combination of tube steel fencing and concrete screen walls and would be provided on the Project site, primarily for screening and security. As shown in Figure 3-14, Wall and Fence Plan, an 8-foot-high tube steel fence would be provided along the western Project site boundaries, and 8-foot-high screen walls would be provided along the perimeter of the truck courts on the east side of Building 1, north side of Building 2, at the southern entrances to the truck courts for Building 1 accessed from 4<sup>th</sup> Street, and at the eastern entrances to the truck court for Building 2 accessed from Street A. Eight-foot-high sliding steel gates would be provided at the remaining truck court entrances. The sliding steel gates at the southern entrances to the Building 1 truck court would have perforated mesh to obscure views of the truck courts from 4<sup>th</sup> Street.

As shown on Figure 3-14 , the Project also requires retaining walls of various heights including, but not limited to:

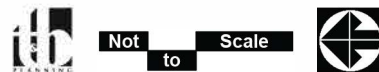
- A: south of Building 2 (approximately 2-feet 8-inches to 15-feet 4-inches high with an 8-foot-high tube steel fencing on top)
- B: west of the northern portion of Building 1 along the property boundary (approximately 3-feet 4-inches to 18-feet)
- C: west of Building 2 along the property boundary (approximately 3-feet 4-inches to 8-feet 8-inches-high)
- D: along the northwest portion of Building 2 (approximately 2-feet to 8-feet 8-inches-high)



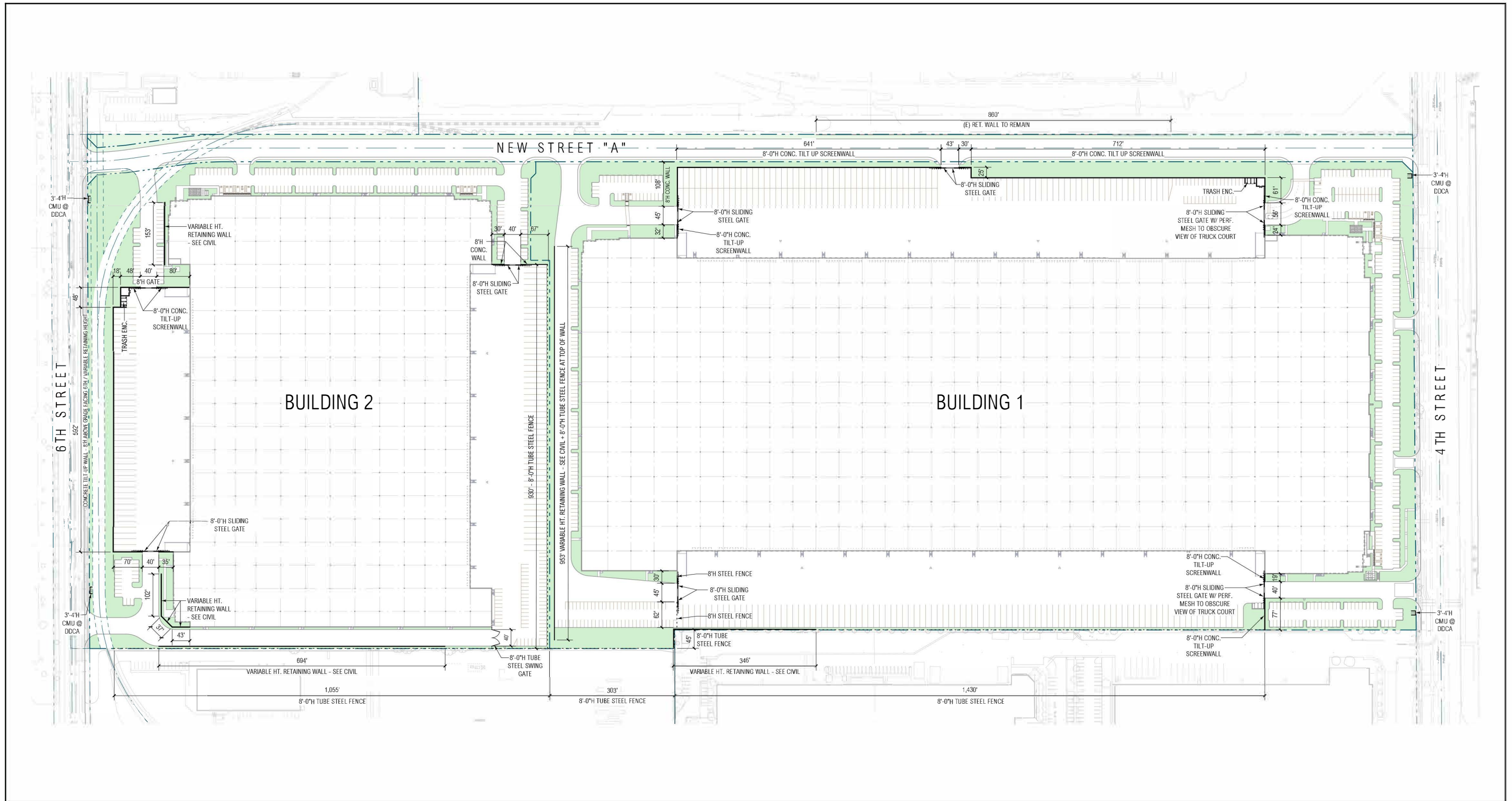


Source(s): Hunter Landscape (01-20-2021)

Figure 3-13







Source(s): RGA (01-15-2021)

Figure 3-14



- E: along the northeast portion of Building 2 (approximately 2 feet 8-inches to 7-feet 4-inches-high)
- F: along the northeast portion of Building 1 (approximately 2-feet 8-inches to 6-feet -high)
- G: near the southwest corner of Building 1 (approximately 6-feet 8-inches to 12-feet -high)

**D. Exterior Lighting**

The Project would include various lighting elements to ensure safety and security of the facilities. Proposed lighting would be in compliance with applicable outdoor lighting standards established by the City of Rancho Cucamonga in Section 17.58 of the City’s Development Code, the CALGreen Code, and the Title 24 Energy Efficiency Standards, as applicable. New sources of light would be located on-site and primarily include parking lot pole-mounted lights, and building-mounted outdoor security lighting (refer to Figure 3-15, Exterior Lighting Plan). Parking lot light poles would be 25-foot high and would have LED cut-off fixtures. The lighting would be directed away from adjoining properties and the public right-of-way. Existing street lights that conflict with the location of proposed driveways and/or streets would be removed/replaced in compliance with the City’s specifications.

**E. Utilities and Infrastructure**

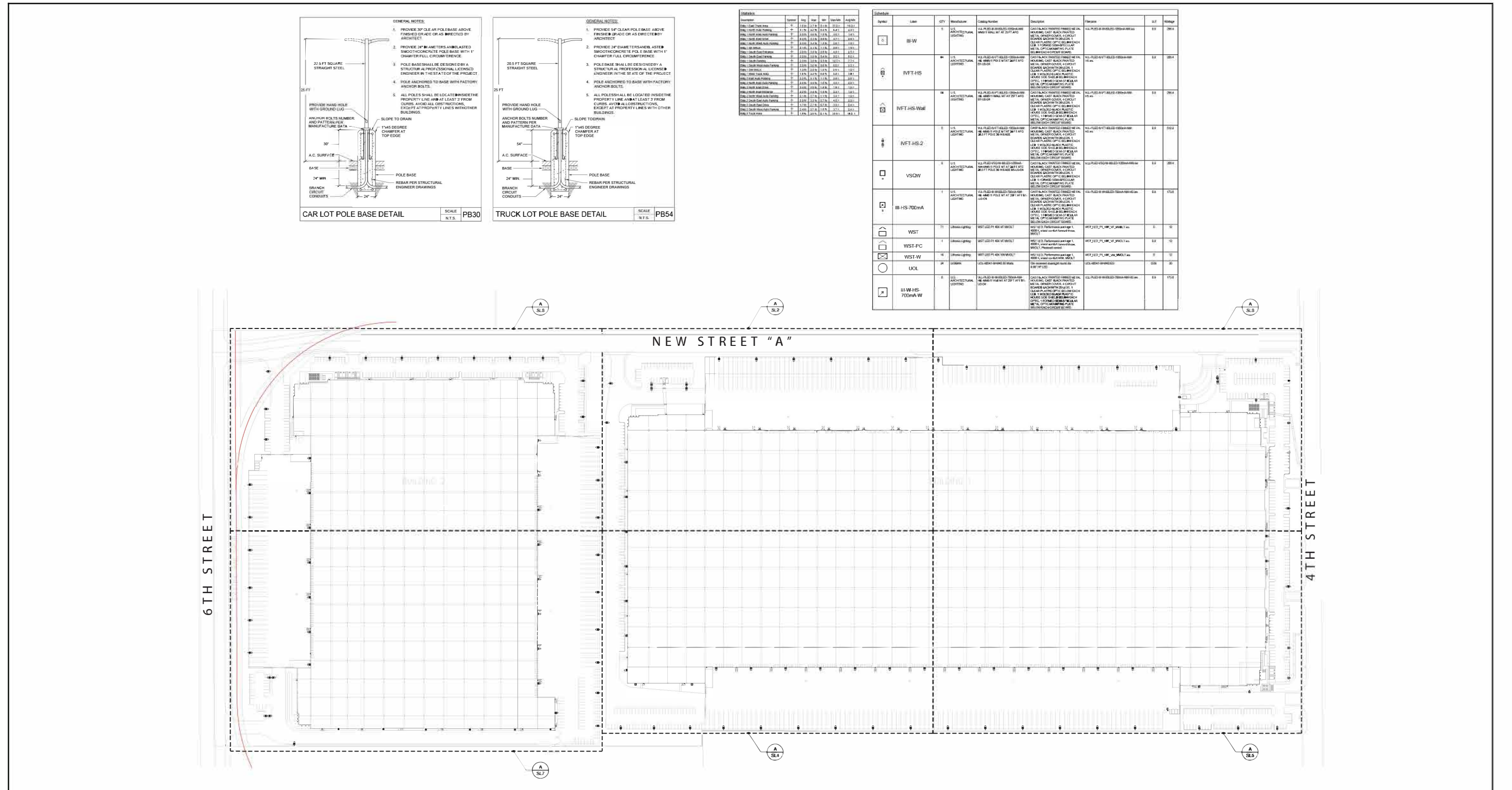
Municipal and private utility facilities that would be necessary to serve the Project are currently available within or adjacent to the Project site. On-site utility infrastructure necessary to serve the proposed project—including water, sanitary sewer, drainage, water quality treatment, and dry utilities (e.g., electricity and telecommunications) would be installed with the proposed development and would connect to existing and/or future utility lines<sup>5</sup>. The required utility infrastructure that would be installed as part of the Project is within the physical impact area for the Project evaluated in this Draft EIR. The final sizing and design of on-site facilities would occur during final design. Following is a description of existing and proposed infrastructure.

- **Domestic and Recycled Water.** Water service to the Project site is provided by the Cucamonga Valley Water District (CVWD). Existing water lines on-site would be removed, as necessary to accommodate the proposed development. There is an existing 16-inch water line and an existing 30-inch recycled water line in 6<sup>th</sup> Street, and a 12-inch water line in 4<sup>th</sup> Street that would serve the Project (refer to Figure 3-16, Conceptual Water and Sewer Plan).

As part of the Project, 2- and 3-inch water distribution lines, irrigation lines, and a 10-inch fire service line would be installed within the building sites to connect to the existing water lines. These on-site facilities would be sized to accommodate the required fire flow and anticipated water demand based on the proposed land uses and landscape plan. The irrigation water demand would be accommodated solely from recycled water. The proposed buildings would be fully sprinklered, and site fire pumps would be provided for each building.

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<sup>5</sup> Rancho Cucamonga Municipal Utility (RCMU) has indicated that they would provide electric service to the Project; however, RCMU would need to extend electric facilities to the Project site to provide this service.



Source(s): RGA (01-05-2021)

Figure 3-15







Source(s): Thienes Engineering, Inc. (01-20-2021)

Figure 3-16



Conceptual Water and Sewer Plan



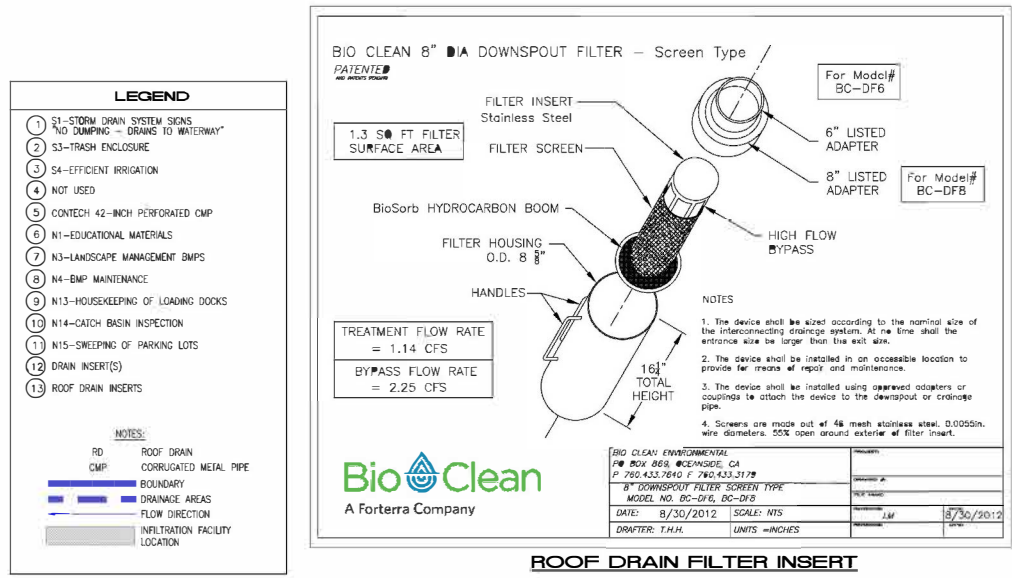
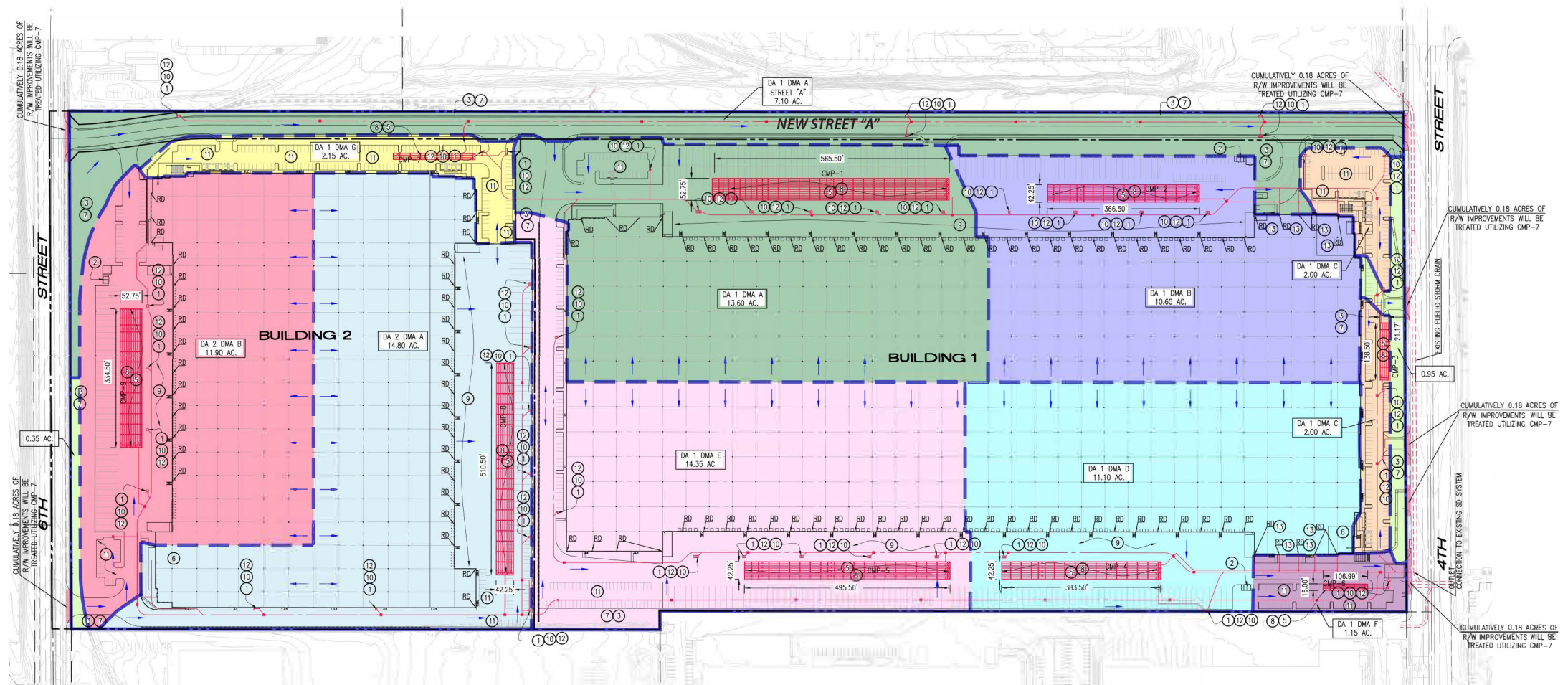
- **Sewer.** The CVWD also provides wastewater collection for the Project site. There is an existing 18-inch sewer line in 4<sup>th</sup> Street that would serve the Project (refer to Figure 3-16). The Project would include installation of 6-inch sewer laterals for each building, and an 8-inch sewer line beneath the trailer parking area along the western boundary of the Project site, which would connect to the existing sewer line in 4<sup>th</sup> Street.
- **Storm Water and Water Quality (Building Sites).** As further discussed in Section 4.9, Hydrology and Water Quality, of this Draft EIR, storm water runoff from the Project site currently drains southerly to an existing public storm drain that conveys runoff from the Project site and other sites located on the north side of 4<sup>th</sup> Street to the southerly side of the street to an existing City of Ontario storm drain system. The facility under 4<sup>th</sup> Street is a double 7-foot wide by 3-foot-high reinforced concrete box (RCB).

The proposed drainage conditions at the Project site would generally maintain existing drainage patterns; Figure 3-17, Preliminary Drainage and BMP Map, and Figure 3-18, Proposed Storm Drain System, depict the proposed drainage system and water quality Best Management Practices (BMPs). Runoff from the Project site would be collected in grate inlets and catch basins and directed to an on-site storm drain system that would connect to the existing RCB in 4<sup>th</sup> Street. To mitigate the additional 100-year peak flow rates, detention would be utilized in the truck yard areas associated with each building.

A public storm drain would be installed in proposed Street A, which would connect to the existing storm drain in 4<sup>th</sup> Street. Public catch basins would be constructed along proposed Street A to collect the runoff. The landscaped areas fronting 4<sup>th</sup> Street and 6<sup>th</sup> Street (approximately 1.3 acres) would sheet flow off-site.

Roof and surface runoff would sheet flow into inlets where stormwater would be intercepted into the underground retention systems for water quality treatment. These systems would utilize infiltration as their primary form of treatment and would store stormwater runoff until it gradually exfiltrates into the underlying soil. Pollutant removal occurs through the infiltration of runoff and the absorption of pollutants into the soil. This practice has high pollutant removal efficiency and can also help recharge groundwater, thus helping to maintain low flows in stream systems. The landscaped area fronting 4<sup>th</sup> Street and 6<sup>th</sup> Street are considered self-treating and would not be routed to the underground retention system for treatment. The maximum extent practicable (MEP) principle would be used in order to treat disturbed public right-of-way (ROW) impervious areas on-site. This area is approximately 0.18 acres and is included along with the on-site design capture volume (DCV).

In addition to the site design identified above, and as further discussed in Section 4.9, Hydrology and Water Quality, of this Draft EIR, structural and non-structural source-control BMPs would be implemented as part of the Project, as required by current water quality regulations.



**PROJECT AREA:**

90.05 AC	67.38 AC (EXISTING IMPERVIOUS)
90.05 AC (DISTURBED AREA)	84.14 AC (PROPOSED IMPERVIOUS)
5.91 AC (PROPOSED LANDSCAPE)	91.39 AC (GROSS)
88.85 AC (NET)	

**BMP COORDINATES**

BMP	LATITUDE	LONGITUDE
CMP-1	34.081115	-117.532382
CMP-2	34.079254	-117.532451
CMP-3	34.077507	-117.534183
CMP-4	34.078528	-117.535462
CMP-5	34.081155	-117.535438
CMP-6	34.083376	-117.534640
CMP-7	34.085838	-117.533804
CMP-8	34.083762	-117.532116
CMP-9	34.077738	-117.535677

**AREA SUMMARY:**

GROSS AREA: 3,881,084 SQ. FT.  
 89.39 ACRES  
 TOTAL NET: 3,204,529 SQ. FT. (NET)  
 (PARCELS 1 & 2) 85.044 ACRES (NET)

**WQMP BMP As-Built Certificate**

I hereby certify that the necessary water quality management plan best management practice devices have been constructed under my supervision and are functional to the best of my knowledge as of the date below.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_ Wet Seal

INSTALL ONE 4" ALUMINUM STORM DRAIN PLACARD, PRINTED BLUE WITH A 1/4" SQUARE MOUNTING HOLE AND SLUICING DRAINS TO WATERWAY TOWARD THE STREET. (PROVIDED BY ENGINEERING SERVICES DEPARTMENT.) ON CENTER OF CATCH BASIN BETWEEN SCOURING LINE AND CURB LINE. STORM DRAIN PLACARD MUST BE INSTALLED WITH TWO SLUICING DRAINS TO WATERWAY READING TOWARD THE STREET. MUST INSTALL PLACARD WITH A 1/4"x1" HAMMER SET RIVET (PROVIDED BY ENGINEERING SERVICES DEPARTMENT) AND MASONRY ADHESIVE.

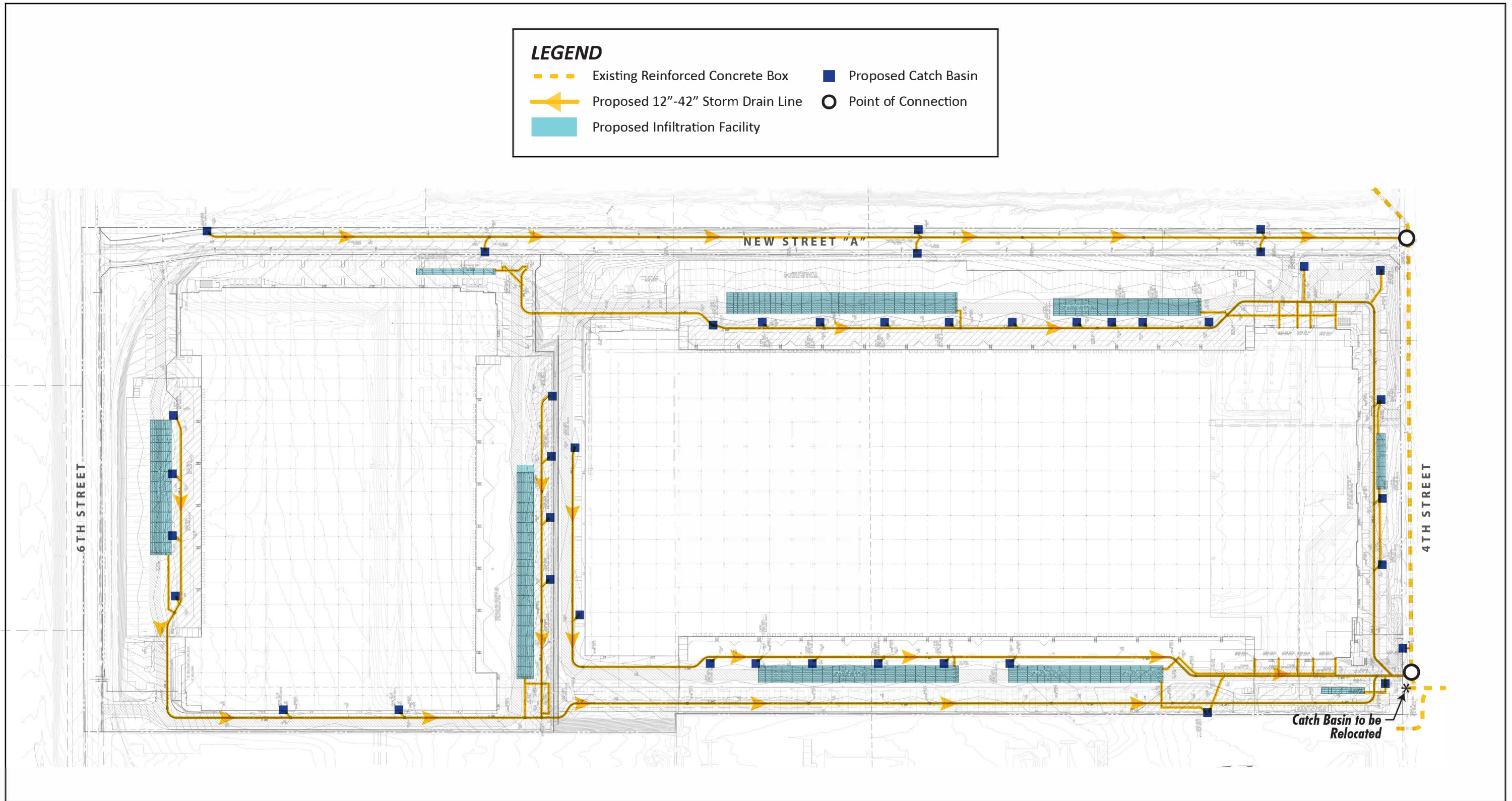
Source(s): Thienes Engineering, Inc. (01-21-2021)

Figure 3-17



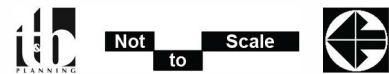
Preliminary Drainage and BMP Map





Source(s): Thienes Engineering, Inc. (01-20-2021)

Figure 3-18



- **Dry Utilities.** Southern California Edison (SCE) has existing 12 kV underground facilities adjacent to the Project site in 6<sup>th</sup> Street and 4<sup>th</sup> Street. However, Rancho Cucamonga Municipal Utility (RCMU), has indicated that they intend to provide electric service to the Project. To serve the proposed development, above ground transformers would be installed at each building and on-site electric facilities would connect to either existing electric facilities or future RCMU facilities in 4<sup>th</sup> Street and/or 6<sup>th</sup> Street (to be installed by RCMU). If RCMU extends their backbone infrastructure to the Project site, the City would analyze any impacts of such extension under CEQA.

Frontier Communications and Charter-Spectrum Communications have franchise rights to operate communication systems in the area and may provide telecommunication services to the Project, if not provided by RCMU. Frontier and Charter-Spectrum have existing underground facilities in 6<sup>th</sup> Street. However, RCMU has indicated that they intend to provide telecommunication service to the Project. If RCMU extends their backbone infrastructure to the Project site to provide service, the City would analyze any impacts of such extension under CEQA. The installation of new communication systems would be the best available technology at the time of the development (currently fiber optic service) and would connect to existing facilities in 6<sup>th</sup> Street.

Southern California Gas Company (SCGC) owns and operates the existing natural gas facilities within and around the Project site, including gas mains within 4<sup>th</sup> Street and 6<sup>th</sup> Street. However, natural gas service to the Project is not required and the Project does not include the installation of natural gas lines. Connections to existing gas lines in 4<sup>th</sup> Street and 6<sup>th</sup> Street could be made in the future if a tenant requires natural gas for operations.

#### **F. Demolition and Construction Activities**

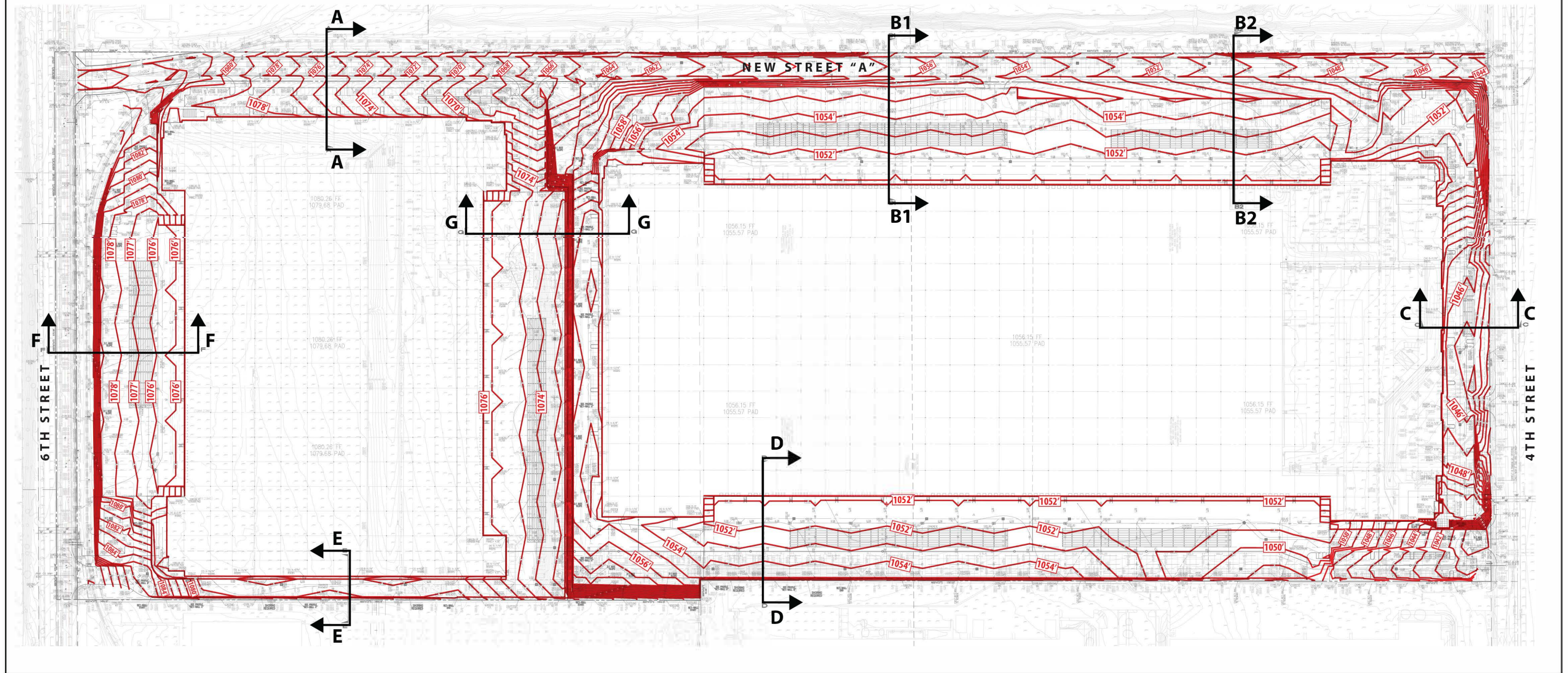
The Project Applicant anticipates that Project construction would be initiated in 2021 and be complete in 2022. Initially, existing structures and improvements on the Project site would be demolished and/or removed. As required by the City of Rancho Cucamonga and the CALGreen Code, the majority of the demolition materials that are to be hauled off-site would be recycled. The concrete and asphalt paving would be processed and remain on-site. Following completion of demolition or removal of existing buildings and improvements at each building site, site work (including grading and installation of utility infrastructure) and vertical building construction would be initiated.

The conceptual grading plan for the Project is presented on Figure 3-19a and Figure 3-19b, Conceptual Grading Plan, and the cut/fill map is presented on Figure 3-20, Cut and Fill Map. Based on the conceptual grading plan, existing soils would be reused on-site as compacted structural fill soil, and earthwork for Building 1 and Building 2 is anticipated to balance on-site (no need for import or export of soil). Building 1 would require approximately 134,615 cubic yards (cy) of cut and fill, and Building 2 would require approximately 138,483 cy of cut and fill. Concrete and asphalt concrete (AC) demolition debris generated on-site would be crushed/pulverized and re-used on-site as grading fill material. It is estimated that there would be 125,120 tons of demolished concrete and approximately 3,809 tons of pulverized asphalt.



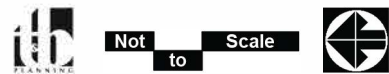
**LEGEND**

- 1076' Proposed Grading Contour
- X ↑ X Proposed Grading Cross-Section (See Figure 3-20b for details)



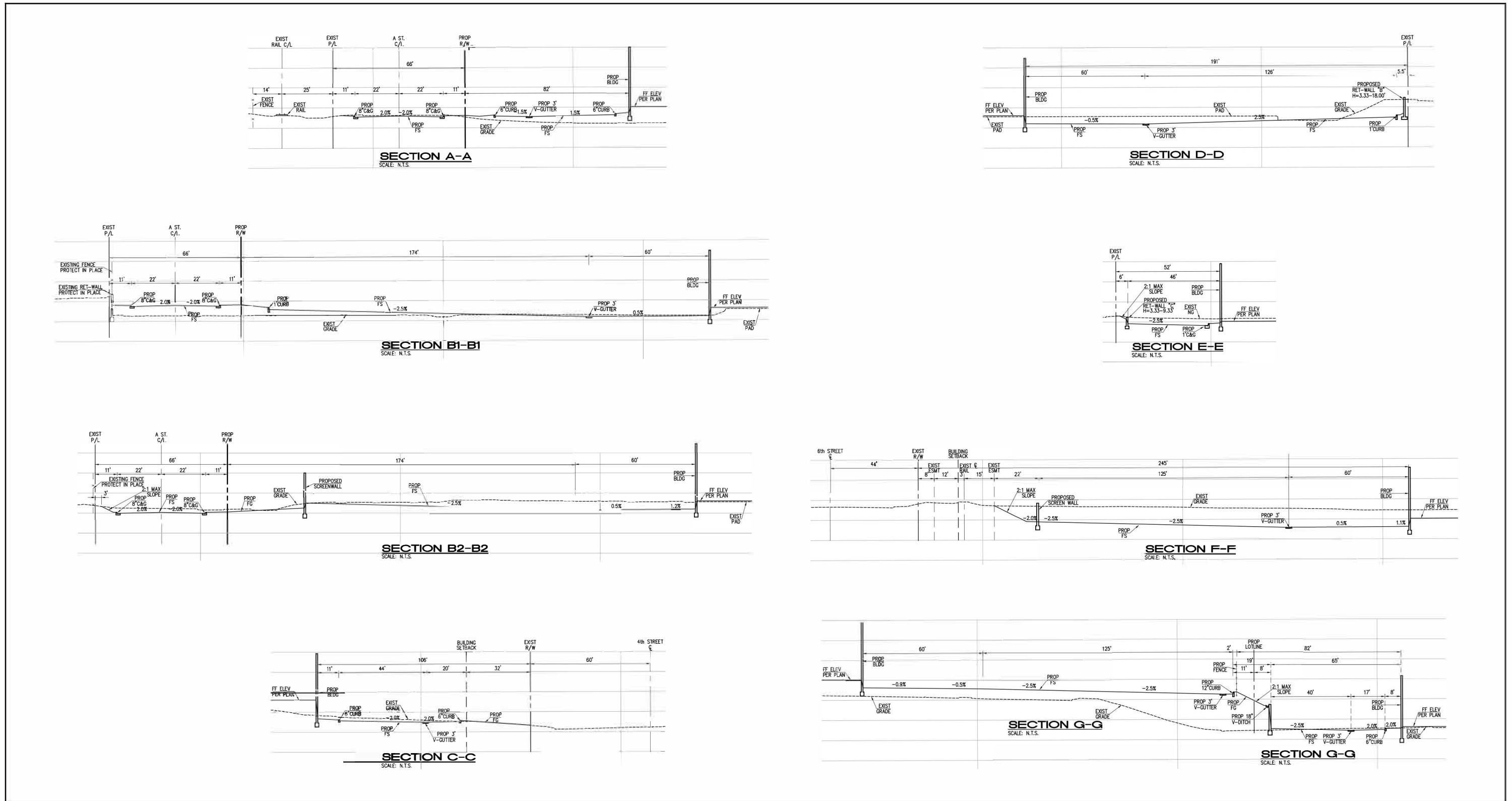
Source(s): Thienes Engineering, Inc. (01-20-2021)

Figure 3-19a



**Conceptual Grading Plan**



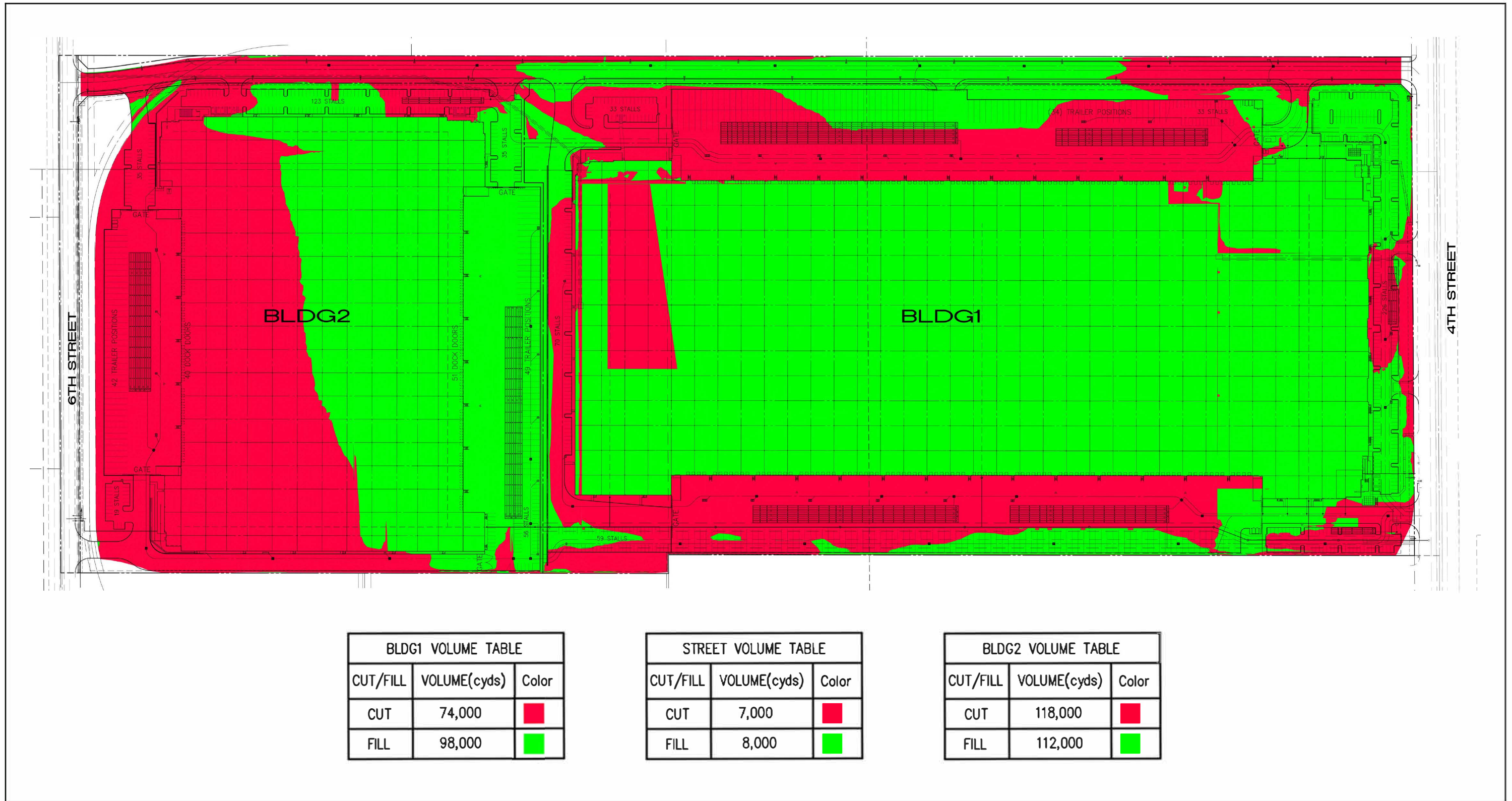


Source(s): Thienes Engineering, Inc. (01-19-2021)

Figure 3-19b

Not to Scale

Conceptual Grading Plan



Source(s): Thienes Engineering, Inc. (01-19-2021)

Figure 3-20



While the grading operation is anticipated to balance on-site, for purposes of analysis in this Draft EIR, it is assumed that there could be a need for the use of heavy haul truck trips during grading activities. It is estimated that there could be up to five one-way truck trips per day during grading operations.

The depth of excavation would vary for the Project components, but would likely extend to maximum depths of up to 26-feet below the ground surface (bgs) for installation of the Project’s infiltration vaults. Following the completion of grading, foundations, slabs, and tilt-up wall panels would be poured and the proposed buildings would be erected, connected to the underground utility system, and painted. Finally, finish grading/paving would occur and landscaping and fencing/walls would be installed.

For purposes of analysis in this Draft EIR, it is anticipated that construction activities would generally follow a schedule similar to that listed in Table 3-2, Estimated Construction Schedule, below, and would generally utilize the typical heavy equipment listed in Table 3-3, Estimated Construction Equipment Fleet. The exact calendar dates of each construction activity are subject to change and may differ from those listed in Table 3-2. This construction schedule represents a “worst-case” analysis scenario should construction occurs any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.<sup>6</sup> The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines.

**Table 3-2 Estimated Construction Schedule**

Area	Phase Name	Phase Type	Start Date	End Date	Days
Overall Site	Site Work	Demolition/Crushing	07/01/2021	10/04/2021	68
		Grading	07/01/2021	10/04/2021	68
Building 1	Site Work	Utilities/Infrastructure Construction	010/05/2021	01/24/2022	80
		Paving	01/25/2022	02/21/2022	20
	Vertical Construction	Building Construction/Architectural Coating	02/22/2022	11/28/2022	200
Building 2	Site Work	Utilities/Infrastructure Construction	010/05/2021	01/24/2022	80
		Paving	01/25/2022	02/21/2022	20
	Vertical Construction	Building Construction/Architectural Coating	02/22/2022	11/28/2022	200

<sup>6</sup> As shown in the CalEEMod User’s Guide Version 2016.3.2, Section 4.3 “OFFROAD Equipment” as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.



**Table 3-3 Estimated Construction Equipment Fleet**

Area	Phase Name	Equipment	Amount	Hours Per
Building 1	Utilities/Infrastructure	Excavators	1	8
		Skip Loaders/Backhoes	3	8
		Trencher	1	8
		Water Trucks	1	4
	Building Construction	Cranes	1	8
		Crawler Tractors	1	8
		Forklifts	2	8
		Generator Sets	1	8
		Laser Screed	1	8
		Scissor Lifts/Boom Lifts	8	8
		Skip Loaders/Backhoes	3	8
		Water Trucks	1	4
	Paving	Welders	2	8
		Pavers	1	8
		Paving Equipment	1	8
	Architectural Coating	Rollers	1	8
Building 2	Utilities/Infrastructure	Air Compressors	1	8
		Excavators	1	8
		Skip Loaders/Backhoes	3	8
		Trencher	1	8
	Building Construction	Water Trucks	1	4
		Cranes	1	8
		Crawler Tractors	1	8
		Forklifts	2	8
		Generator Sets	1	8
		Laser Screed	1	8
		Scissor Lifts/Boom Lifts	8	8
		Skip Loaders/Backhoes	3	8
	Paving	Water Trucks	1	4
		Welders	2	8
		Pavers	1	8
	Architectural Coating	Paving Equipment	1	8
Rollers		1	8	
Air Compressors		1	8	

Construction workers would travel to the site by passenger vehicle, and construction equipment and building materials deliveries would arrive by medium- and heavy-duty trucks. Trucks would use designated truck routes including 4<sup>th</sup> Street and 6<sup>th</sup> Street. It is anticipated that construction vehicles traveling to the Project site would be routed from I-15, east along 4<sup>th</sup> Street, to the Project site. Additionally, if needed, construction vehicles could continue on 4<sup>th</sup> Street to Etiwanda Avenue, go north to 6<sup>th</sup> Street and west to the Building 2 site entrance. Detailed construction routes would be determined in coordination with the City as part of the encroachment permit process. It is expected that the construction trailer, laydown yard, parking, and crusher (needed to crush concrete so that it can be re-used on-site as grading fill material) would be located in the eastern portion of the Project site. AC would be pulverized in place.

For purposes of analysis in this Draft EIR, construction equipment is expected to operate on the Project site approximately eight hours per day, six days per week (Monday through Saturday). Even though the Rancho Cucamonga Development Code permits construction to occur for a longer period of time, construction equipment is not in continuous use and some pieces of equipment are used only periodically throughout a typical day of construction. Thus, approximately eight hours of daily use per piece of equipment is a reasonable assumption. Should construction activities need to occur at night (such as concrete pouring activities which benefit from reduced transit times and air temperatures that are lower than what occurs during daytime), the Project Applicant would be required to obtain authorization for nighttime work from the City of Rancho Cucamonga.

In addition to on-site construction activities, the Project would involve site adjacent roadway and driveway access improvements, as previously described. As described above, utility infrastructure would be installed on-site and would connect to existing utility lines in the adjacent roadways, or future utility lines that may be installed in the future (e.g., electric and telecommunications lines installed by RCMU).

Construction of the at-grade crossing would involve the removal and replacement of existing rail at the crossing and construction of the 6<sup>th</sup> Street roadway connection. This construction activity is expected to use a limited number of construction equipment including one backhoe, one dump truck and one roller. It is estimated that construction of the at-grade crossing would last approximately 3 weeks.

### **G. Operational Characteristics**

At the time this Draft EIR was prepared, the specific tenants of the proposed buildings were unknown; however, as previously discussed in Section 3.4.3.B, based on the proposed building design/site plan, it is anticipated that the proposed buildings would be operated as high-cube non-sort fulfillment center and high-cube cold storage warehouse uses, with one tenant in each building. As previously discussed, for purposes of analysis in this Draft EIR, it is assumed that 90% of the building square footage would be occupied by high-cube non-sort fulfillment center warehouse uses and the remaining 10% would be occupied by high-cube cold storage warehouse uses. The Project's buildings are designed such that business operations would be conducted within the enclosed buildings, with the exception of traffic movement and parking. The Project is assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

The number of employees generated by the Project would be dependent on the future businesses that occupy the proposed buildings. For purposes of analysis in this Draft EIR, and based on employment generation factors presented in the Rancho Cucamonga General Plan for General Industrial Land uses, it is estimated the Project would generate approximately 1,479 employees. This is a net increase of 277 employees compared to the number of employees that would be generated with occupation of the existing buildings (refer to additional information about employment generation provided in Section 4.12, Population and Housing, of this Draft EIR).

As further discussed in Section 4.13, Transportation, of this Draft EIR, during operation, employees, visitors, and vehicles hauling goods would travel to and from the Project site on a daily basis. Using the trip generation rates in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition) for high-cube non-sort fulfillment center warehouse and high-cube cold storage warehouse uses, Project operations are expected to generate an estimated 4,008 actual vehicle trip-ends per day, and a net increase of 976 vehicle trip-ends per day when taking into consideration daily trips that would be generated if the existing buildings were occupied (3,032 actual vehicle trip-ends per day). Pursuant to State law, on-road diesel-fueled trucks are required to comply with various air quality and greenhouse gas emission standards, including, but not limited to, the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws are conducted by the California Air Resources Board (CARB).

This Draft EIR is intended to provide a conservative environmental analysis of the Project's potential impacts. For instance, a cold storage warehouse generates greater environmental impacts than a high cube warehouse, since cold storage generates more trips per square foot and has higher energy impacts due to the low temperatures required by the facility's refrigerated trucks and on-site storage. In the event that the Project is occupied in the future by 100% high-cube warehouses uses (and no cold-storage), those operations would be less than, and therefore within, the envelope of impacts analyzed by this Draft EIR.

A high-cube sort fulfillment center warehouse is not proposed as part of the Project, and the site plan as proposed does not support this on-site use. Nevertheless, to provide a conservative analysis, this Draft EIR also analyzes, where applicable, the operational impacts resulting from replacement of the non-sort fulfillment center use with a sort fulfillment center use. Specifically, a supplemental analysis is provided, where applicable, of 90% high-cube sort fulfillment center warehouse operations and 10% high-cube cold storage warehouse uses. This supplemental analysis is related to impacts based on trip generation (e.g., air quality, energy, greenhouse gas emissions, off-site traffic noise, and transportation) and would be expected to generate an estimated 13,070 actual vehicle trip-ends per day, and a net increase of 10,038 total vehicle trip-ends per day (passenger cars and trucks) when taking into consideration daily trips that would be generated by use of the existing buildings (3,032 actual vehicle trip-ends per day as discussed in Section 4.13). For comparison, the high-cube non-sort fulfillment center warehouse and high-cube cold storage building operations would generate 3,472 actual passenger car vehicle trip ends per day, compared to 12,528 actual passenger car vehicle trip ends per day with the high-cube sort fulfillment center warehouse use. There would be a minimal difference in truck trip ends per day (536 trips ends per day with a non-sort warehouse operation compared to 542

trip ends per day with a sort warehouse operation), and no difference in trip generation for the high-cube cold storage warehouse use.

#### **3.4.4 DEVELOPMENT AGREEMENT**

The Project Applicant and the City of Rancho Cucamonga are contemplating entering into a Development Agreement related to the Project. California Government Code Sections 65864-65869.5 authorize the use of development agreements between any city, county, or city and county, with any person having a legal or equitable interest in real property that is subject to a development proposal. The Development Agreement would provide the Project Applicant with assurance that development of the Project may proceed subject to the rules and regulations in effect at the time of Project approval. The Development Agreement would also provide the City of Rancho Cucamonga with assurance that certain obligations of the Project Applicant would be met, such as the required timing of public improvements, the Applicant's contribution toward funding community improvements, and other conditions. No physical changes in the environment (beyond those described herein) are assumed in connection with the Development Agreement.

#### **3.4.5 TREE REMOVAL PERMIT**

As further discussed in Section 4.3, Biological Resources, of this Draft EIR, trees in the City of Rancho Cucamonga are regulated by Section 17.16.080 of the City's Development Code. A tree removal permit is required prior to removal of any "heritage tree." There are up to 125 trees located on-site that meet the minimum requirements for classification as a heritage tree. The majority of these trees would be removed with implementation of the Project; therefore, a tree removal permit is required. As previously discussed, the proposed conceptual landscape plan includes the planting of new trees on-site. These trees would meet the requirements for tree replacement as established in the City's Development Code.

### **3.5 SUMMARY OF REQUESTED ACTIONS**

The City of Rancho Cucamonga has primary approval responsibility for the Project. As such, the City serves as the Lead Agency for this Draft EIR pursuant to CEQA Guidelines Section 15050. The City's Planning Commission will evaluate this Draft EIR and the Project Applicant's requested discretionary applications, and will make a recommendation to the City Council on the legislative portions of the application and whether the EIR should be certified. The City Council is the decision-making authority for the Project and will consider the Project along with the Planning Commission's recommendations and will make a final decision to approve, approve with changes, or deny the Project. The City will consider the information contained in this Draft EIR and the Project's Administrative Record in its decision-making processes. In the event of approval of the Project and certification of the EIR, the City would conduct administrative reviews and process ministerial permits and approvals to implement Project requirements and conditions of approval.

The Final EIR informs State, regional, and local government approvals needed for construction and/or operation of the Project, whether or not such actions are known or are explicitly listed. A list of the anticipated actions under City of Rancho Cucamonga jurisdiction is provided in Table 3-4, Project

Related Approvals/Permits; the initial discretionary approvals to be considered by the City Council were described previously in this section. In addition, discretionary and/or administrative actions may be necessary from other government agencies to fully implement the Project. Table 3-4 also lists the government agencies that may be required to use the Project’s EIR during their consultation and review of the Project and its implementing actions, and provides a summary of the anticipated subsequent actions associated with the Project.

**Table 3-4 Project Related Approvals/Permits**

Public Agency	Approvals and Decisions
<b>City of Rancho Cucamonga</b>	
<i>Discretionary Approvals</i>	
Planning Commission and/or City Council	<ul style="list-style-type: none"> <li>• Approve, conditionally approve, or deny:                             <ul style="list-style-type: none"> <li>○ General Plan Amendment</li> <li>○ Zoning Map Amendment</li> <li>○ Site Plan and Architectural Review (DRC2020-00202)</li> <li>○ Tentative Parcel Map No. 20271</li> <li>○ Development Agreement</li> <li>○ Tree Removal Permit</li> </ul> </li> <li>• Certify the Project’s EIR along with appropriate CEQA Findings.</li> </ul>
<i>Subsequent Discretionary and Ministerial Approvals</i>	
City of Rancho Cucamonga	<ul style="list-style-type: none"> <li>• Approve Grading Plans and Issue Permits</li> <li>• Approve Final Maps</li> <li>• Approve Building Plans and Issue Permits</li> <li>• Issue Landscape Permits</li> <li>• Approve Street Improvement Plans and Issue Permits.</li> <li>• Approve Infrastructure Plans and Issue Permits</li> <li>• Approve Encroachment Permits for Construction Activities in the Public Right-of-Way</li> <li>• Approve Night-time Construction Activities</li> <li>• Accept Public Right-of-Way Dedications</li> <li>• Approve the Final Water Quality Management Plan (WQMP) prepared in accordance with National Pollutant Discharge Elimination System (NPDES) Permit requirements.</li> </ul>
<b>Responsible and Other Agencies/Entities – Subsequent Approvals and Permits</b>	
California Public Utilities Commission (CPUC)	<ul style="list-style-type: none"> <li>• Approval of the 6<sup>th</sup> Street at-grade crossing of the BNSF railroad spur</li> </ul>
State Water Resources Control Board	<ul style="list-style-type: none"> <li>• Coverage under the statewide general National Pollutant Discharge Elimination System (NPDES) for stormwater discharges from construction sites</li> </ul>
South Coast Air Quality Management District	<ul style="list-style-type: none"> <li>• Issuance of permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants, such as HVAC units</li> </ul>

Public Agency	Approvals and Decisions
City of Ontario	<ul style="list-style-type: none"><li>• Approval of encroachment permit for 4<sup>th</sup> Street intersection improvements and traffic signal modifications.</li></ul>
Utility Service Providers	<ul style="list-style-type: none"><li>• Issuance of permits and associated approvals, as necessary for the installation of on-site new utility infrastructure or connections to existing facilities.</li></ul>
Burlington North Santa Fe (BNSF)	<ul style="list-style-type: none"><li>• Approval of the 6<sup>th</sup> Street at-grade crossing of the BNSF railroad spur</li></ul>

## 4.0 ENVIRONMENTAL SETTING AND IMPACT EVALUATION OVERVIEW

### 4.0.1 ENVIRONMENTAL SETTING OVERVIEW

In conformance with Section 15125(a) of the California Environmental Quality Act (CEQA) Guidelines, an Environmental Impact Report (EIR) must include a description of the local and regional physical environmental conditions in the vicinity of the project, normally as they exist at the time the Notice of Preparation (NOP) is published. The environmental setting will normally constitute the baseline physical 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. The NOP, which is included in Appendix A of this Draft EIR, was published for public review on October 2, 2020. A detailed description of the environmental setting (baseline conditions), as required by CEQA, is provided in Sections 4.1 through 4.15, of this Draft EIR, which address individual environmental topics.

As further discussed in Section 6.1, Effects Determined Not to be Significant, of this Draft EIR, the City has concluded that the Project would have no impact related to agriculture and forestry resources and mineral resources due to the lack of these resources on-site. The Project is also not located in an area subject to wildfires and would have no impacts related to this issue. Additionally, the Project involves redevelopment of the Project site with industrial uses and would not directly generate new residents; therefore, the Project would have a less than significant impact related to public services and recreation. No further discussion of these topics is provided in this Section.

#### **A. Regional**

##### **1. *Regional Setting***

The Project site is located in the southwestern part of San Bernardino County in the City of Rancho Cucamonga (refer to Figure 3-1, Location Map). San Bernardino County, with a land area of 20,105 square miles, is located in the southeastern portion of the State of California. It is bordered by Los Angeles County, Orange County, and Kern County on the west, the Colorado River and the States of Arizona and Nevada on the east, Riverside County on the south, and Inyo County and the southwest corner of Clark County, Nevada on the north.

The City of Rancho Cucamonga and its Sphere of Influence encompass 24,442 gross acres (City of Rancho Cucamonga, 2010b). The City is surrounded by developed areas of various municipalities to the west, south and east, including the cities of Upland, Ontario, and Fontana and a large area of unincorporated San Bernardino County to the north (refer to Figure 3-1). The northernmost portion of the City's Sphere of Influence is adjacent to the San Gabriel Mountains in the San Bernardino National Forest. The City's topography is relatively flat, with the exception of the foothill areas in the northern portion of the City.

The City of Rancho Cucamonga's southern boundary with the City of Ontario is formed by 4<sup>th</sup> Street, which also forms the southern boundary of the Project site. Interstate and regional access to the City is

provided by Interstate (I)-15, which runs in a general north-south direction and crosses the eastern portion of the City, and by State Route (SR)-210, an east-west freeway which passes through the center of the City. I-10 also provides regional access and is located approximately 0.75 mile south of the City boundary.

## 2. *Regional Planning Context*

As further discussed in Section 4.10, Land Use and Planning, of this Draft EIR, the Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and other plans for the region (SCAG, 2020a).

On April 7, 2016, SCAG adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) to address the region's future needs for "mobility, economy, and sustainability" (SCAG, 2016). On September 3, 2020, SCAG's Regional Council adopted *Connect SoCal* (SCAG's 2020-2045 RTP/SCS). *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. The 2016-2040 RTP/SCS and *Connect SoCal* each include a Technical Appendix titled "Goods Movement" that apply to the Project because the Project entails a use that is closely associated with, and relies directly on the goods movement system (e.g., manufacturing, construction, retail trade, wholesale trade and transportation, and warehousing).

The City of Rancho Cucamonga is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD). The SoCAB includes parts of San Bernardino, Los Angeles, and Riverside counties and all of Orange County. The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs). An AQMP establishes a program of rules and regulations directed at attaining the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The regional plan applicable to the proposed Project is SCAQMD's 2016 AQMP, which is discussed in Section 4.2, Air Quality, of this Draft EIR.

The Project site is in the Airport Influence Area (AIA) of the Ontario International Airport. The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP), adopted by the Ontario City Council on April 19, 2011, promotes compatibility between Ontario International Airport and the land uses that surround it. The ONT ALUCP includes compatibility criteria, which provides the foundation for compatibility policies. As further discussed in Section 4.8, Hazards and Hazardous Materials, of



this Draft EIR, the Project site is located outside the Safety Zones and Noise Impact Zones, but is within an Airspace Protection Zone and an Overflight Notification Zone (refer to Figure 4.8-1, Compatibility Policy Map: Airspace Protection Zones, and Figure 4.8-2, Compatibility Policy Map: Overflight Notification Zones).

As discussed in Section 4.9, Hydrology and Water Quality, the Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). Water quality information for the Santa Ana River is contained in the Santa Ana RWQCB Water Quality Control Plan for the Santa Ana River Basin (Basin Plan). The Basin Plan establishes water quality standards for the ground and surface waters of the region, including the City of Rancho Cucamonga. The City of Rancho Cucamonga is located within the Chino and Cucamonga Groundwater Basins. The California Department of Water Resources (DWR) currently categorizes the Chino and Cucamonga Groundwater Basins as “very low” priority. Therefore, the Chino and Cucamonga Groundwater Basins are not subject to the requirements of the 2014 Sustainable Groundwater Management Act (SGMA).

## **B. Local**

### **1. *Project Location***

The Project site is located at 12434 4th Street, in the City of Rancho Cucamonga, San Bernardino County, California. The Project site is bounded by 4<sup>th</sup> Street to the south and 6<sup>th</sup> Street to the north, and generally located between Etiwanda Avenue to the east and Santa Anita Avenue to the west. The Project location is shown on Figure 3-1 of this Draft EIR. Site-adjacent improvement areas are limited to the existing portions of 4<sup>th</sup> Street and 6<sup>th</sup> Street that front the Project site and would be subject to roadway improvements and utility installations, as described in Section 3.0 of this Draft EIR. The 6<sup>th</sup> Street at-grade crossing study area was previously shown in Figure 3-12, 6<sup>th</sup> Street At-Grade Crossing, in Section 3.0, and includes the area potentially subject to physical impacts associated with construction of the 6<sup>th</sup> Street at-grade crossing of the Burlington Northern Santa Fe (BNSF) railway west of the Project site.

### **2. *Planning Context***

With respect to local planning considerations, Title 17 of the Rancho Cucamonga Municipal Code is the City’s Development Code. The Development Code contains land use and development procedures and regulations applicable to development in the City. Section 17.26, Establishment of Zoning Districts, of the Development Code establishes the framework of zoning districts in the city and their relationships to the City’s General Plan land use designations. The City of Rancho Cucamonga adopted the *Rancho Cucamonga General Plan* (City of Rancho Cucamonga, 2010a) and certified the *Rancho Cucamonga 2010 General Plan Update Program Environmental Impact Report* (General Plan EIR) on May 19, 2010; the General Plan has subsequently been amended. The Project site is within the Southeast Focus Area, as designated in the General Plan; this area supports the only remaining land in Rancho Cucamonga devoted to heavy industrial uses. Existing General Plan land use designations and zoning for the Project site are Heavy Industrial (northern portion of the site – approximately 55.2 acres) and General Industrial (southern portion of the site – approximately 36.2 acres).

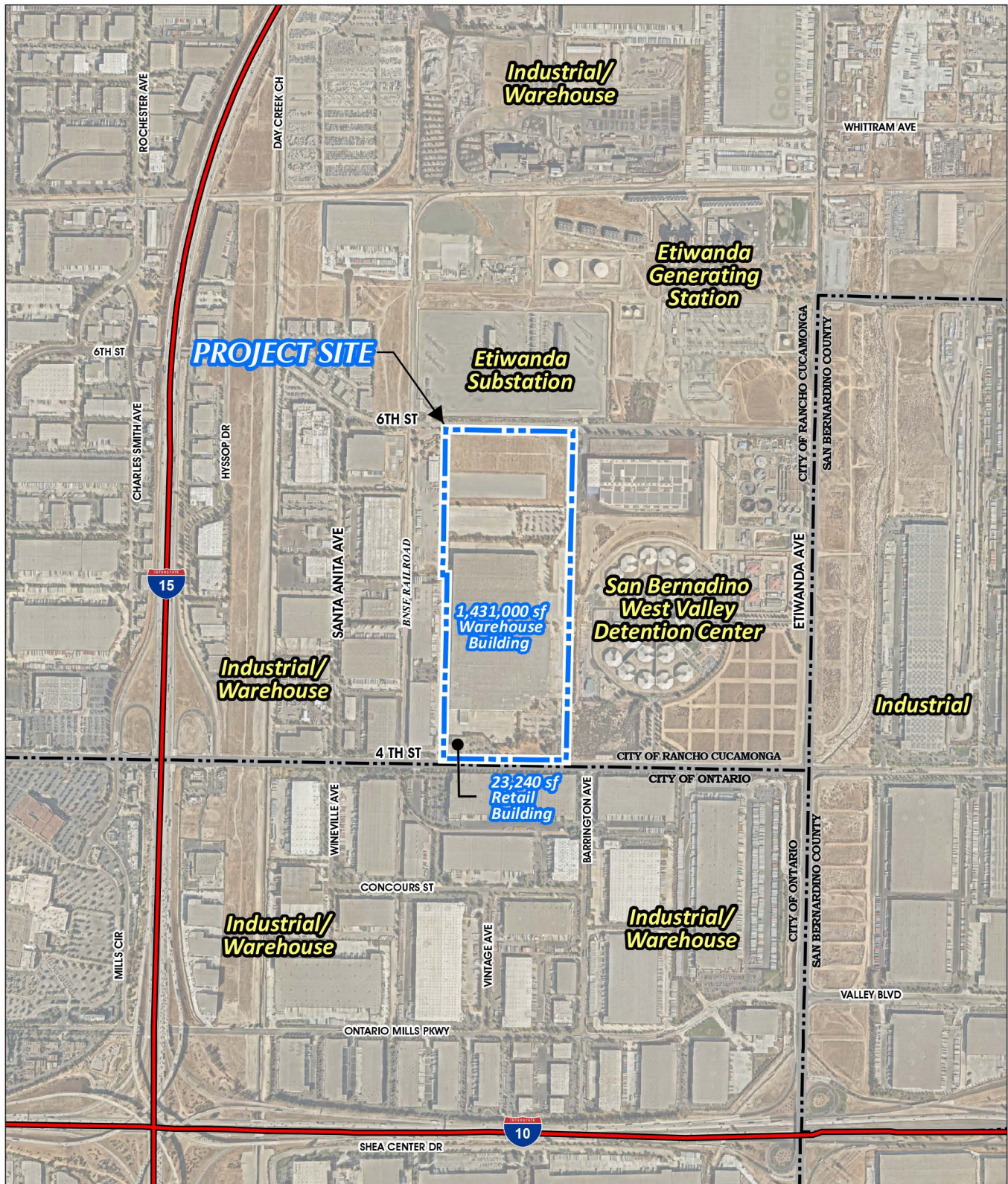
### 3. *Project Site Setting*

As shown in Figure 4.0-1, Project Vicinity, Aerial Overview, the southern portion of the Project site is currently occupied by an approximately 22-foot-high, 23,240-square-foot (sf), retail building, and an approximately 52-foot-high, 1,431,000-sf warehouse building (includes a 58,000-sf mezzanine), which were occupied by Big Lots until February 2020. These buildings could be reoccupied under existing conditions without any discretionary approvals from the City. Truck trailer parking surrounds the warehouse building, and loading docks are located on the east and south sides of the building. Automobile parking is provided in the southeast portion of the Project site, and east of the existing retail building. Ornamental landscaping, including ornamental trees and heritage trees, exists throughout the site, primarily along 4<sup>th</sup> Street. Existing surface parking lots (auto and truck trailer) and vacant land (previously a vineyard) are located in the northern portion of the Project site. Existing structures and improvements would be demolished to accommodate the Project. Under existing conditions, 6<sup>th</sup> Street west of the Project site terminates in the eastbound and westbound directions at the existing BNSF railway. This area is disturbed, with limited vegetation.

The Project is located in the Guasti United States Geological Survey (USGS) 7.5- minute quadrangle. As discussed in Section 4.3, Biological Resources, of this Draft EIR, due to previous and existing land uses and activities, no native plant communities or natural communities of special concern were observed within the Project site, site-adjacent improvement areas, 6<sup>th</sup> Street at-grade crossing study area, or surrounding areas. There is a mixture of developed land and disturbed vacant land on-site. The northernmost portion of the Project site is disturbed and includes a former grape vineyard and disturbed areas. These disturbances have eliminated the natural plant communities that once occurred (ELMT, 2020a). The majority of the 6<sup>th</sup> Street at-grade crossing study area is developed and is minimally vegetated or devoid of vegetation. The undeveloped portion of this area primarily supports early successional and non-native/weedy plant species (ELMT, 2020b). The Project site, site-adjacent improvement areas and 6<sup>th</sup> Street at-grade crossing study area do not contain suitable habitat to support sensitive plant or wildlife species. Further, these areas do not support Delhi Sand soils needed for suitable habitat for the Delhi Sands flower-loving fly (DSF) (ELMT and Bruyey, 2020; ELMT 2020b). There are 589 existing trees at the Project site, 125 of these meet the minimum requirements for a “heritage tree,” as defined in the City’s Development Code. There are 12 trees within the 6<sup>th</sup> Street at-grade crossing study area, one of which meets the criteria for a heritage tree (Psomas, 2021). There are no areas that would be considered jurisdictional by the Army Corps of Engineers, RWQCB, or California Department of Fish and Wildlife (CDFW) within the Project-site, site-adjacent improvement areas, or 6<sup>th</sup> Street at-grade crossing study area (ELMT, 2020a; ELMT 2020b). However, there is an ephemeral swale/channel and water detention basin that borders the eastern boundary of the Project site, but is outside of the Project limits (ELMT, 2020a).

The entire Project site has been disturbed by previous development and agricultural activities. As discussed in Section 4.4, Cultural Resources, and Section 4.6, Geology and Soils, the records search, literature review and pedestrian survey determined that no historic resources are located on the Project site, site adjacent improvement areas, or 6<sup>th</sup> Street at-grade crossing study area, and no archaeological or paleontological resources are known to be present (BFSA 2020a; BFSA 2020b). The agricultural use of the Project site for the growing of grapes during the early to mid-twentieth century, as visible in





Source(s): City of Rancho Cucamonga, ESRI, Nearmap Imagery (2020), SB County (2019)

Figure 4.0-1



Project Vicinity, Aerial Overview

historic aerial photographs and represented by the remnant vineyard found within the north portion of the Project, is consistent with the Project's proximity to the National Register-eligible Guasti Historic District, which is comprised of over 50 buildings and features (many of which have been removed). The Guasti Historic District is situated on Guasti Road between Archibald and Turner avenues, approximately 3.5 miles southwest of the Project site (BFSA, 2020a).

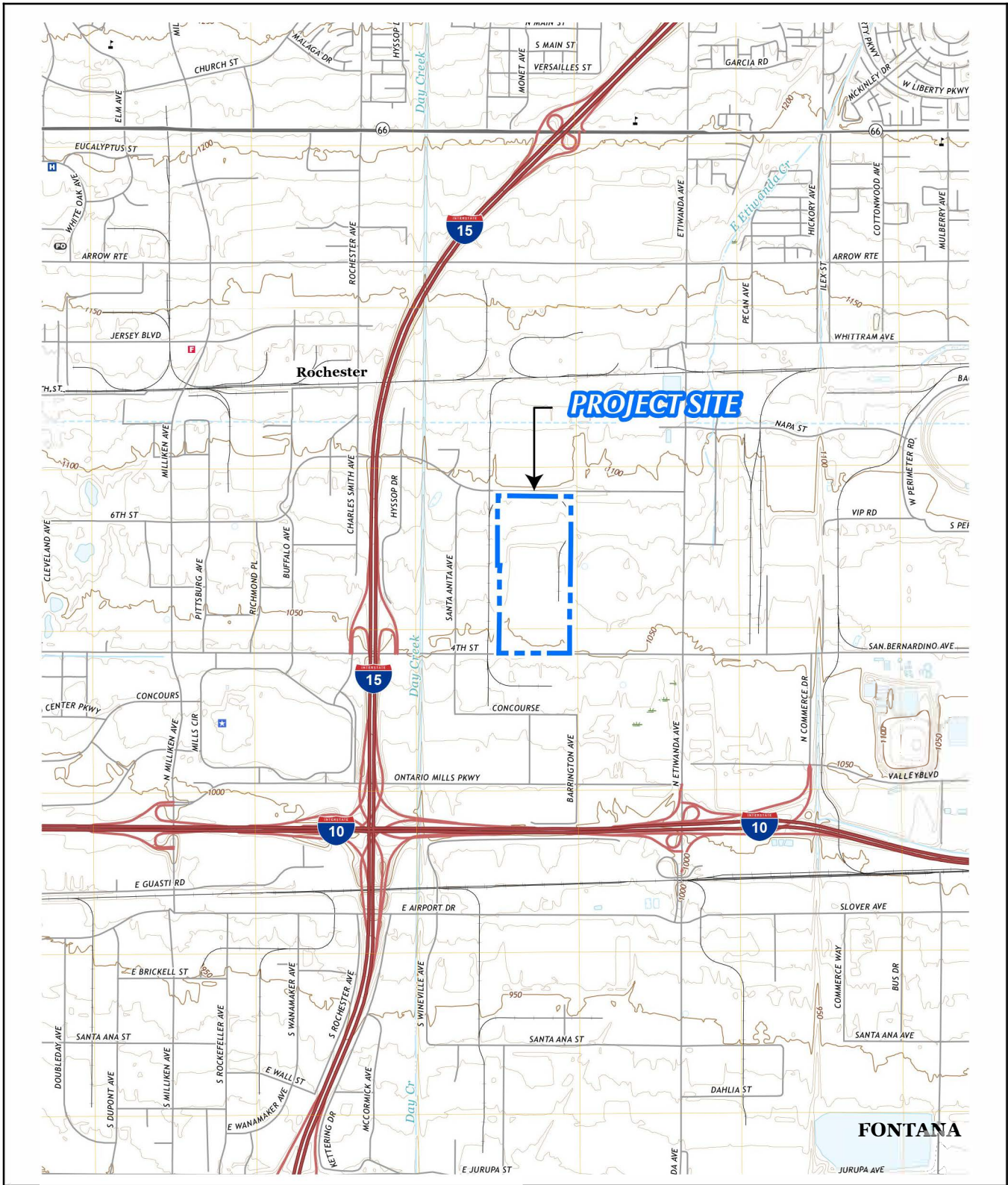
The remnant vineyard on-site and surrounding areas, including the 6<sup>th</sup> Street at-grade crossing study area, are not identified for agricultural uses by the City's General Plan or the California Department of Conservation Farmland Mapping and Monitoring Program. The nearest designated Farmland is located approximately 0.9 mile north of the Project site.

As discussed in Section 4.6 of this Draft EIR, and shown on Figure 4.0-2, Topographic Map, the Project site is relatively flat and does not contain, nor is it adjacent to, any steep natural or manufactured slopes. The Project site is not located in a fault hazard area; the closest active fault to the site is the Red Hill Fault, which is located approximately 4.1 miles to the northwest. The site topography ranges from approximately 1,090 feet above mean sea level (amsl) in the northwestern area of the site to approximately 1,048 feet amsl in the southeastern area of the site. The site topography in the southern parcel generally slopes downward to the south at a gradient of less than approximately 1%, and to the south at a gradient of approximately 2% in the northern parcel. According to data from the nearest monitoring well located approximately 8,484 feet south of the Project site, groundwater is estimated to occur approximately 283 feet below the ground surface of the Project site; groundwater was not encountered at any of the borings conducted as part of the site-specific geotechnical investigation (SCG, 2021). There are various surface and subsurface drainage conveyances on the Project site, as further described in Section 4.9, which ultimately drain to a City of Ontario storm drain system within 4<sup>th</sup> Street (Thienes Engineering, 2021).

A detailed discussion of hazardous material site listings for the Project site and surrounding areas is provided in the Phase I Environmental Site Assessment (ESA) included in Appendix I of this Draft EIR, and a summary is provided in Section 4.8 of this Draft EIR. The Project site was historically used for agricultural purposes from at least 1938 through 1975, and existing buildings and facilities were occupied by Pic-N-Save and Big Lots. The Phase I ESA identified historic recognized environmental conditions (HRECs), and recognized environmental conditions (RECs) located on-site associated with previous uses. However, based on the laboratory results of the soil testing conducted as part of the site-specific subsurface investigation there are no contaminants from previous uses that would be considered a concern for the proposed industrial uses (Ardent, 2019a; Ardent, 2019b). Based on the site-specific Asbestos Sampling Report prepared for the Project site, asbestos containing (ACMs) are not present on-site (Ardent, 2019c).

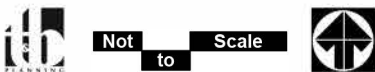
As described in Section 4.11, Noise, of this Draft EIR, the Project site is subject to the noise compatibility requirements of the Rancho Cucamonga General Plan Public Health and Safety Element and the noise standards outlined in the Rancho Cucamonga Development Code for construction and operation. As noted in Section 4.11, existing hourly daytime (7:00 a.m. to 10:00 p.m.) noise levels





Source(s): USGS (2018)

Figure 4.0-2



Topographic Map

range from 53.5 dBA Leq to 64.5 dBA Leq, while average nighttime (10:00 p.m. to 7:00 a.m.) noise levels in the study area range from 54.6 dBA Leq to 62.7 dBA Leq.

As described in Section 4.13, Transportation, of this Draft EIR, local access to the Project site is provided by 4<sup>th</sup> Street, designated as a Major Divided Arterial in the City's General Plan, and 6<sup>th</sup> Street, a Secondary Arterial. The cities of Rancho Cucamonga and Ontario designate 6<sup>th</sup> Street and 4<sup>th</sup> Street, respectively, as truck routes. 6<sup>th</sup> Street current terminates west of the Project site at the BNSF railroad spur; however, the City plans to ultimately construct an at-grade crossing of the railroad spur to complete 6<sup>th</sup> Street between Santa Anita Avenue and Etiwanda Avenue. With respect to alternative modes of transportation, Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including the City of Rancho Cucamonga; Omnitrans Route 61 extends along 4<sup>th</sup> Street, south of the Project site. There is an existing pedestrian pathway along the north side of 4<sup>th</sup> Street adjacent to the Project site, which extends east and west of the site. The BNSF railroad has facilities in the vicinity of the Project site used for freight service only, not for passenger service. There is an at-grade crossing of a BNSF freight line at 4<sup>th</sup> Street approximately 390 feet west of the Project site; however, based on train count data from November 2019, there is limited use of this facility (estimated one movement per week) (FRA, 2019). A railroad spur is located in the northeast portion of the Project site and provides access to a BNSF rail line.

As discussed in Section 4.15, Utilities and Service Systems, of this Draft EIR, utility providers currently serving the Project site include Cucamonga Valley Water District (CVWD) (potable water, recycled water, and sewer service); Southern California Edison (SCE) (electric); Southern California Gas Company (SCGC) (natural gas); and Frontier Communications and Charter-Spectrum Communications (telecommunications). Each of these providers has existing utility infrastructure in roadways adjacent to the Project site. Rancho Cucamonga Municipal Utility (RCMU) has indicated an intent to provide electric service to the Project; however, RCMU does not currently have utility infrastructure in the vicinity. Solid waste collection services for the City, including the Project site, are provided by Burrtec Waste Industries. Solid waste that is not diverted is disposed of at the Mid-Valley Landfill, a County Class III (i.e., municipal waste) landfill located in Rialto, owned by the San Bernardino County Solid Waste Management Division, and operated by Burrtec Waste Industries.

#### **4. Surrounding Land Uses**

The Project site is largely surrounded by developed areas that have Heavy Industrial and General Industrial General Plan land use designations and zoning. An SCE substation is located to the north of the Project site (across 6<sup>th</sup> Street). The San Bernardino County West Valley Detention Center (a short-term County jail facility) is located to the east (west of Etiwanda Avenue). South of the Project site, across 4<sup>th</sup> Street, are light industrial/warehouse uses in the Crossroads Business Park Specific Plan area of the City of Ontario. There are no residential uses in the Project vicinity; the nearest residential use is located 1.4 miles west of the Project site.

#### **4.0.2 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS**

Sections 4.1 through 4.15 of this Draft EIR provide analysis of impacts for those environmental topics where it was determined that the proposed Bridge Point Rancho Cucamonga Project (Project) could



result in “potentially significant impacts” as identified in the NOP included in Appendix A of this Draft EIR. Each topical section includes the following information:

- A description of the existing setting including a discussion of the regulatory framework, if applicable.
- Identification of thresholds of significance.
- Identification of applicable Regulatory Requirements (RRs).
- Analysis of potential Project impacts.
- Identification of Project-specific Mitigation Measures (MMs), if required, to reduce the identified Project impacts.
- Identification of the level of significance of impacts after mitigation, including unavoidable significant adverse impacts.
- Evaluation of potential cumulative impacts.

As described in Section 3.0, the Project involves redevelopment of the existing approximately 23,240-sf retail building, 1,431,000-sf warehouse building, and associated automobile and truck trailer parking and landscaping with two high-cube warehouse buildings with a combined building area of approximately 2,175,000 sf. The Project proposed and analyzed in this Draft EIR involves 90% occupancy by a high-cube non-sort fulfillment center warehouse uses, and 10% occupancy by a high-cube cold storage warehouse use. Additionally, the Project, as analyzed in this Draft EIR, includes associated vehicular and non-vehicular improvements, parking, landscaping, lighting, walls/fences, utility infrastructure, construction-related activities, and operations.

A high-cube sort fulfillment center warehouse is not proposed as part of the Project, and the site plan as proposed does not support this type of on-site use. Nevertheless, to provide a conservative analysis, this Draft EIR also analyzes, where applicable, the operational impacts resulting from high-cube sort fulfillment center warehouse (90% of the building area) and high-cube cold storage warehouse uses (10% of the building area). The supplemental analysis is related to impact analyses that are based on trip generation. Therefore, the supplemental analysis is provided for applicable thresholds of significance in the Air Quality, Energy, Greenhouse Gas Emissions, Noise and Transportation sections of this Draft EIR.

The “Project” evaluated in this Draft EIR includes the proposed development on the approximately 91.4-gross-acre<sup>1</sup> Project site, including a new public roadway referred to as “Street A” and minor off-site improvement areas adjacent to the Project site primarily for driveway/access improvements and utility connections (site-adjacent improvement areas). Although not required for Project operations or to mitigate any significant transportation impacts of the Project, the 6<sup>th</sup> Street at-grade crossing at the BNSF railroad spur, an off-site circulation improvement, was also evaluated in this Draft EIR. For

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<sup>1</sup> The Project site encompasses approximately 85.0 net acres, excluding existing and proposed public roadway right-of-way and other area to be granted to the City.

each topical area, analysis assumptions and impact conclusions with and without the 6<sup>th</sup> Street at-grade crossing are identified, as applicable.

As discussed in Section 2.0, Introduction, analysis in this Draft EIR relies on information presented in the Rancho Cucamonga General Plan EIR, as applicable. The General Plan EIR, which is incorporated by reference in this Draft EIR, provides a broad discussion of the environmental setting for the City, and environmental effects of future development in the City, as anticipated under the General Plan, such as the Project.

### **4.0.3 REGULATORY REQUIREMENTS AND MITIGATION MEASURES**

For each topical issue addressed in Sections 4.1 through 4.15, of this Draft EIR, certain applicable Regulatory Requirements (RR)s, and Project-specific Mitigation Measures (MM)s, as needed, are identified. These items are described below.

- **Regulatory Requirements (RRs).** RRs are based on federal, State, or local regulations or laws that are frequently required independently of CEQA review and also serve to offset or prevent specific impacts. The City may impose additional conditions on the project during the approval process, as appropriate, including those that are standard to all projects, typical to a project of a particular nature, or specific to the proposal.
- **Project-specific Mitigation Measures (MMs).** Where a potentially significant environmental effect has been identified and is not reduced to a level considered less than significant through the application of RRs, Project-specific MMs have been recommended in accordance with CEQA and will be included in the Project’s Mitigation Monitoring and Reporting Program (MMRP).

### **4.0.4 ANALYSIS OF CUMULATIVE IMPACTS**

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. Section 15130 of the CEQA Guidelines further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the Project alone. Section 15355 of the CEQA Guidelines defines cumulative impacts as “. . . two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Section 15130(a) of the CEQA Guidelines states that “[a]n EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable.” Section 15355(b) of the CEQA Guidelines states that “cumulative impacts represent the change in the environment caused by the incremental impact of a project when added to other closely related past, present, and reasonably foreseeable probable future projects in the vicinity.”

Section 15130(b)(1) of the CEQA Guidelines states that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

1. A list of past, present, and probable future projects producing related cumulative impacts, including if necessary, those projects outside the control of the agency, or
2. 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.

As discussed in subsection 3.6, Project Components, of this Draft EIR, although the Project involves a General Plan amendment for a portion of the site (from Heavy Industrial to General Industrial) to provide a consistent land use designation for the Project, the Project is consistent with the land use envisioned for the Project site under the City's General Plan. The cumulative impact analysis provided in the General Plan EIR is hereby incorporated by reference and is publicly available<sup>2</sup> for review at the location cited in Section 2.5, Public Review of the EIR, of this Draft EIR.

The General Plan EIR primarily utilizes the "summary of projections" approach (see Item No. 2 above) in the cumulative analysis, which focuses on regional projections. The City's General Plan establishes policy to guide long-term (2030) development within the City of Rancho Cucamonga based on growth projections. Similarly, the SCAG growth projections (population, housing and employment), prepared as part of the RTP, provide estimates of long-term development within the region. The City of Rancho Cucamonga is part of SCAG's San Bernardino Associated Governments Subregion 1 and the SCAG six-County region. The cumulative impact analysis in the General Plan EIR considers the environmental impacts from the City's General Plan in combination with the potential environmental impacts of regional growth as projected through the year 2030. This approach provides for consideration of the combined effect of impacts that could be cumulatively considerable, in compliance with CEQA Guidelines Section 15130(b)(1) (City of Rancho Cucamonga, 2010b).

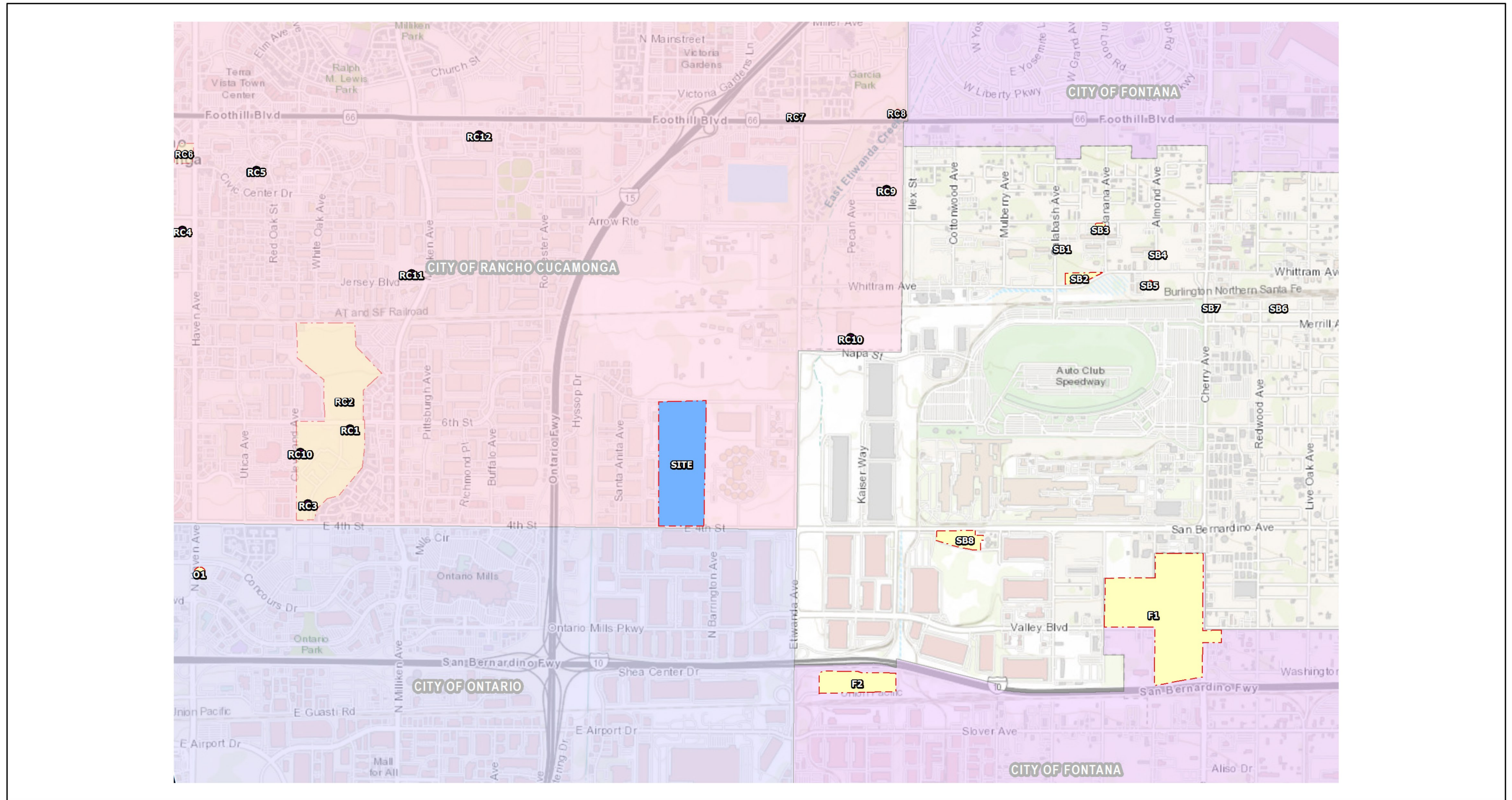
Cumulative impacts are addressed for each topic analyzed in Sections 4.1 through 4.15 of this Draft EIR. Because of the nature of individual environmental factors, the cumulative area for each topical issue is not the same. The individual cumulative areas for the issues addressed in this Draft EIR are provided in the respective impact sections, and are consistent with the General Plan EIR, as applicable. In addition to the Rancho Cucamonga General Plan study area, the cumulative analysis for individual topical areas may consider specific cumulative study areas designated by respective agencies for regional or area-wide conditions. For instance, topic-specific cumulative study areas have been developed (e.g., SoCAB for air quality and the Santa Ana River Watershed for hydrology and water quality). Also, this Draft EIR considers regional programs directed at mitigating cumulative impacts of development such as those instituted for urban runoff.

Finally, and where appropriate to the analysis in question, cumulative impacts are assessed with reference to a list of cumulative projects. A comprehensive cumulative project list was compiled based on information provided by the City of Rancho Cucamonga Planning Division in conjunction with research conducted to identify cumulative development projects in nearby jurisdictions, including San Bernardino County and the cities of Ontario and Fontana. Figure 4.0-3, Cumulative Development Location Map, illustrates the location of identified cumulative development with respect to the Project

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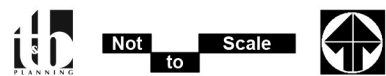
<sup>2</sup> Available on the City's website at: <https://www.cityofrc.us/community-development/planning>

site. A summary of cumulative development projects and their proposed land uses are provided in Table 4.0-1, Cumulative Development Land Use Summary, below. An overall summary of the land uses proposed by the cumulative development projects is provided in Table 4.0-2, Summary of Land Uses Presented in Table 4.0-1.



Source(s): Urban Crossroads (04-15-2021)

Figure 4.0-3



Cumulative Development Location Map



**Table 4.0-1 Cumulative Development Land Use Summary**

TAZ	Name	Land Use	Quantity	Units
<b>City of Rancho Cucamonga</b>				
RC1	Tempo at the Resort <sup>1</sup>	Residential	80	DU
RC2	Empire Lakes Specific Plan	Residential	2,650 - 3,450	DU
		Non-Residential	220.000	TSF
RC3	Homecoming at the Resort <sup>1</sup>	Multifamily (Mid-Rise)	867	DU
RC4	Haven and Arrow	Commercial	200.175	TSF
RC5	8281 Utica Office	General Office	12.000	TSF
RC6	Watt Communities	Residential	302	DU
		Commercial	8.650	TSF
RC7	Cityscape	Residential	160	DU
RC8	Westburry	Residential	133	DU
RC9	Hickory and Arrow Industrial	Industrial	34.161	TSF
RC10	Two industrial warehouse buildings	Industrial	651.000	TSF
RC11	Milliken and Jersey Industrial	Industrial	143.014	TSF
RC12	Foothill and Mayten Industrial	Industrial	171.322	TSF
<b>City of Ontario</b>				
O1	PCUP13-034	Hotel	122	RMS
<b>City of Fontana</b>				
F1	Southwest Industrial Park (SWIP), Speedway Industrial <sup>2</sup>	Commercial Retail	762.191	TSF
		Industrial	1778.446	TSF
		Existing Development to Remain	31.508	TSF
F2	PDEV13-007	General Industrial	618.536	TSF
<b>San Bernardino County</b>				
SB1	P201800248	Storage Facility	2.54	AC
SB2	P201800216	Storage Yard	1.50-3.50	AC
		General Office		
		Commercial Retail		
SB3	P201700333	General Light Industrial & Truck Storage	1.50	AC
SB4	P201800608	Truck Terminal	4.01	AC
SB5	P201700395	Gas Station	1.12	AC
SB6	P201800098	General Office	5.000	TSF
SB7	P201700725	Warehouse & General Office	10.080	TSF
SB8	Kaiser Commerce Center	Warehousing	165.324	TSF

Note: DU = dwelling units; TSF = thousand square feet; AC = acre; RMS = rooms

1. Project is included in the Empire Lakes Specific Plan
2. Source: Southwest Industrial Park (SWIP) Project TIA, RBF Consulting, September 29, 2011



**Table 4.0-2 Summary of Land Uses Presented in Table 4.0-1**

<b>Land Use</b>	<b>Quantity</b>	<b>Units</b>
Residential	4,192-4,992	DU
Commercial	988.02	TSF
Industrial	3,561.80	TSF
Hotel	122	RMS
Other Non-Residential Uses (measured in TSF)	261.588	TSF
Other Non-Residential Uses (measured in AC)	10.67-12.67	AC

Note: DU = dwelling units; TSF = thousand square feet; AC = acre; RMS = rooms

1. Land Uses, Quantity, and Units are a summary of the data provided in Table 4.0-1, Cumulative Development Land Use Summary

#### 4.0.5 REFERENCES

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City of Ontario (Ontario). 2011 (April). *Ontario International Airport Land Use Compatibility Plan*. Available: <http://www.ontarioplan.org/alucp-for-ontario-international-airport/>

Psomas. 2021 (January 22). *Tree Inventory Report for the Bridge Point Rancho Cucamonga Project at 12434 4<sup>th</sup> Street, Rancho Cucamonga, California*. (Included in Appendix C2 of this Draft EIR).

Southern California Geotechnical (SCG). 2021 (January 12). *Geotechnical Investigation Two Proposed Warehouses, 12434 4<sup>th</sup> Street, Rancho Cucamonga, California*. (Included in Appendix F of this Draft EIR).

Thienes Engineering, Inc. (Thienes). 2021 (January 20). *Preliminary Hydrology Calculations for Bridge Point Rancho Cucamonga – 2 Buildings 4<sup>th</sup> Street Ranch Cucamonga, CA*. (Included in Appendix J2 of this Draft EIR).

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## 4.1 AESTHETICS

The section describes the existing visual character of the Project site and the surrounding area. This section also addresses the consistency of the Project with applicable regulations addressing scenic quality and potential light and glare impacts. Information presented in this section is primarily based on the analyses of site photographs, site reconnaissance, and Project design information provided in the Project application.

There were no Notice of Preparation (NOP) comment letters received related to aesthetics.

### 4.1.1 RELEVANT POLICIES AND REGULATIONS

#### A. Local

##### 1. *Rancho Cucamonga General Plan*

The Managing Land Use, Community Design, and Historic Resources Chapter of the General Plan focuses on land use, community design, and historic resources and how they help shape the physical features of the City of Rancho Cucamonga. Figure LU-6, Community Design Framework, identifies a number of streets in the City as Special Boulevards for which the landscape/hardscape design, trails, and setback standards will be master planned and consistently applied throughout the length of the Special Boulevard segment or route. As identified on Figure LU-6, the nearest Special Boulevard to the Project site is Charles Smith Avenue/Rochester Avenue, approximately 0.6 mile west of the Project site, and west of Interstate (I)-15. Table LU-22, General Plan Special Boulevards, of the General Plan also identifies segments of 4<sup>th</sup> Street and 6<sup>th</sup> Street as Special Boulevards; however, these segments are not located along the Project site boundaries but are farther west (west of Archibald Avenue and Haven Avenue, respectively). (Rancho Cucamonga, 2010a)

Figure LU-6 also identifies gateways that provide the first impression of Rancho Cucamonga for people entering the City, and view corridors that provide distant views of the San Gabriel Mountains to the north and/or views of the Santa Ana Mountains to the south. There are no gateways or view corridors adjacent to the Project site. The nearest view corridor is 2.3 miles west of the Project site along Haven Avenue.

A number of goals and policies in the General Plan address aesthetics and the visual environment of the City. These relevant goals and policies are addressed under Threshold 1.3 in Section 4.1.4, below, along with the Project's consistency with each goal and policy.

##### 2. *Rancho Cucamonga Development Code*

Rancho Cucamonga Municipal Code Title 17 is the City's Development Code, which includes development standards and guidelines to implement the goals and objectives of the General Plan and to guide and manage the future growth of the City in accordance with the General Plan. Among other purposes, the established standards and guidelines are to attain the physical advantages that result from comprehensive and orderly land use and resource planning. Chapter 17.36.040 of the Development Code includes development standards for industrial districts. The development standards relevant to scenic

quality include, but are not limited to, the following: minimum lot area, building setbacks, maximum height limits; landscape requirements; streetscape setback requirements; and, equipment screening.

Other sections of the Development Code relevant to scenic quality of the Project include:

- **Chapter 17.16.080 and 17.80 (Tree Removal Permit and Tree Preservation Ordinance)**, promote the preservation of eucalyptus windrows<sup>1</sup> and heritage trees,<sup>2</sup> which are considered community resources. These provisions of the Development Code are further discussed in Section 4.3, Biological Resources, of this Draft EIR. Generally, these regulations include guidelines for the protection of heritage trees, tree replacement, and tree maintenance.
- **Chapter 17.48 (Fences, Walls, and Screening)**, regulates the height and location of fences to provide light, air, and privacy without obstructing views, establishes buffers between different land uses, and safeguards against visual obstructions at the intersections of streets and/or driveways. The provisions apply to all projects that undergo site development review.
- **Chapter 17.58 (Outdoor Lighting Standards)**, regulates lighting to balance the safety and security needs for lighting with the City's desire to preserve dark skies and to ensure that light trespass and glare have negligible impact on surrounding property (especially residential) and roadways.
- **Chapter 17.120.030 (Building Design)**, indicates that a recognizable design theme shall be established for each building. That theme shall be one which creates a harmonious building style, form, size, color, material, and roofline, as it relates to surrounding planned or existing development. Subtle variations are encouraged that provide visual interest but do not create abrupt changes causing discord in the overall design of the immediate area.
- **Chapter 17.122.030 (Design Provisions for Commercial, Office, and Industrial Development)**, provides design provisions and guidelines specific to certain land uses (i.e., industrial land uses). The majority of design standards and guidelines for commercial, office, and industrial development are provided in Chapter 17.120 (General Design Provisions). The standards that are unique to industrial development and that influence the visual character of a development site include parking areas and special architectural provisions.
- **Chapter 17.124 (Design Provisions for Public Art)**, promotes the general welfare and enhance the quality of life for city residents, workers, and visitors by improved public placemaking which will require certain developments to include or provide for public art or architecture that qualifies as art.

Specific Development Code standards addressing scenic quality that are relevant to the Project, including standards for areas in Industrial Districts, are discussed under Threshold 1.3 in Section 4.1.4, below.

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1 A windrow is a continuous row of trees originally planted to create a windbreak or physical separation between two uses.  
2 Heritage trees include eucalyptus windrows; trees that are over 30 feet tall with 20 inches of trunk diameter; multi-trunk trees with 30 inches or more of trunk diameter; a stand of trees; or other trees that are historically or culturally significant.

## 4.1.2 EXISTING SETTING

### A. Visual Characteristics of the Project Site and Surrounding Area

#### 1. *Visual Character of Project Site and Surrounding Area*

The Project site is located in the southeast portion of the City, within the Southeast Focus Area, as designated in the Rancho Cucamonga General Plan. The Southeast Focus Area is developed primarily with industrial uses and the visual character of this area, including the Project site, is urban in nature, composed mainly of large parcels with one- and two-story industrial buildings without a cohesive design theme.

The Project site is visible from immediately surrounding industrial land uses (to the north, south, and west), and the San Bernardino County West Valley Detention Center (to the east), which are not public or otherwise sensitive viewer groups. In addition, the Project site is visible to drivers, pedestrians, and bicyclists along adjacent public roadways. The visual character of the area is depicted in the site photographs provided in Figure 4.1-1a, Site Photographs North of Project Site, and Figure 4.1-1b, Site Photographs South of Project Site, which were taken from ground level public vantage points adjacent to the Project site and are representative of views from surrounding roadways, including sidewalks. The Project site is relatively flat and gradually slopes from northwest to southeast. The site topography ranges from approximately 1,090 feet above mean sea level (amsl) in the northwestern area of the site to approximately 1,048 feet amsl in the southeastern area of the site. Because the topography of the Project site and surrounding area is relatively flat, and the surrounding area is predominantly developed, views of the Project site from vantage points beyond the adjacent roadways and land uses are obstructed primarily by intervening development. Travelers on the adjacent roadways have distant views as they look down the roadway corridors. As previously noted in Section 4.1.1A.1, the Rancho Cucamonga General Plan identifies view corridors that are areas that provide a long-range view of scenic resources (i.e., the San Gabriel Mountains to the north and/or views of the Santa Ana Mountains to the south), usually along a roadway. There are no designated view corridors adjacent to the Project site. The nearest view corridor is 2.3 miles west of the Project site along Haven Avenue.

The photographs in Figure 4.1-1a depict views from vantage points<sup>3</sup> north of the Project site and are representative of existing views experienced by individuals traveling along 6<sup>th</sup> Street. Views 1 and 3 depict views looking toward the Project site, while View 2 and View 4 depict the streetscape and context of the surrounding area along 6<sup>th</sup> Street. Scattered mature trees line the south side of 6<sup>th</sup> Street; however, the Project site is prominent from these viewpoints. As shown in Figure 4.1-1a, the undeveloped northern portion of the Project site (previous vineyard) is in the foreground view, and the existing warehouse building is in the background. There are obstructed distant background views of the Santa Ana Mountains. Views to the north from 6<sup>th</sup> Street are obstructed by the landscape berm and screenwall on the south side of the SCE Etiwanda Substation located north of 6<sup>th</sup> Street (north of the Project site). Overhead high-power electrical transmission lines are also located along the north side of 6<sup>th</sup> Street.

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<sup>3</sup> A vantage point is a place or position that affords a view of something, while a viewshed is the view of an area from a specific vantage point.



**View 1**



View 1: Looking southeast toward the Project site

**View 2**



View 2: Looking east along 6th Street with the Project site visible in the right portion of the image

**View 3**



View 3: Looking southwest toward the Project site

**View 4**



View 4: Looking west along 6th Street with the Project site visible in the left portion of the image

**Key Map** 

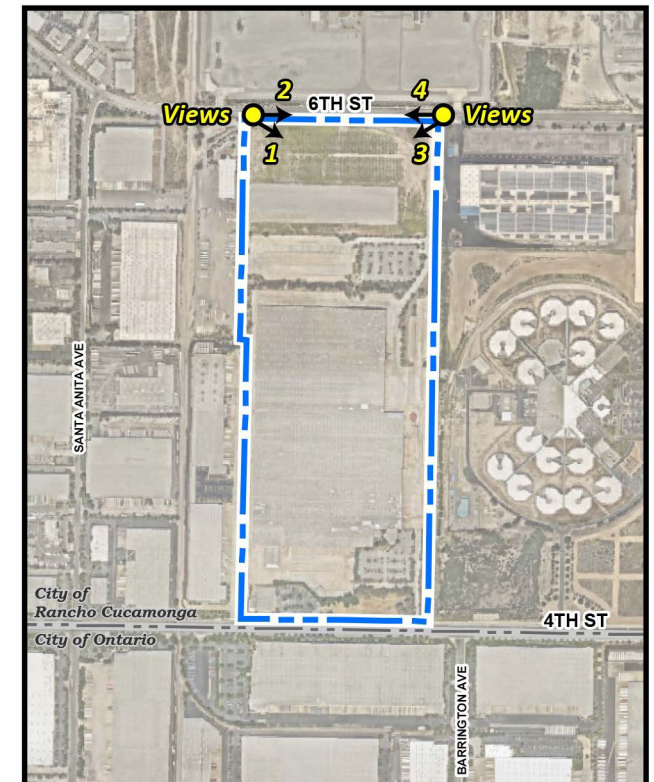
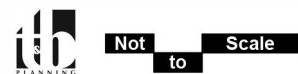


Figure 4.1-1a



**Site Photographs North of the Project Site**



**View 5**



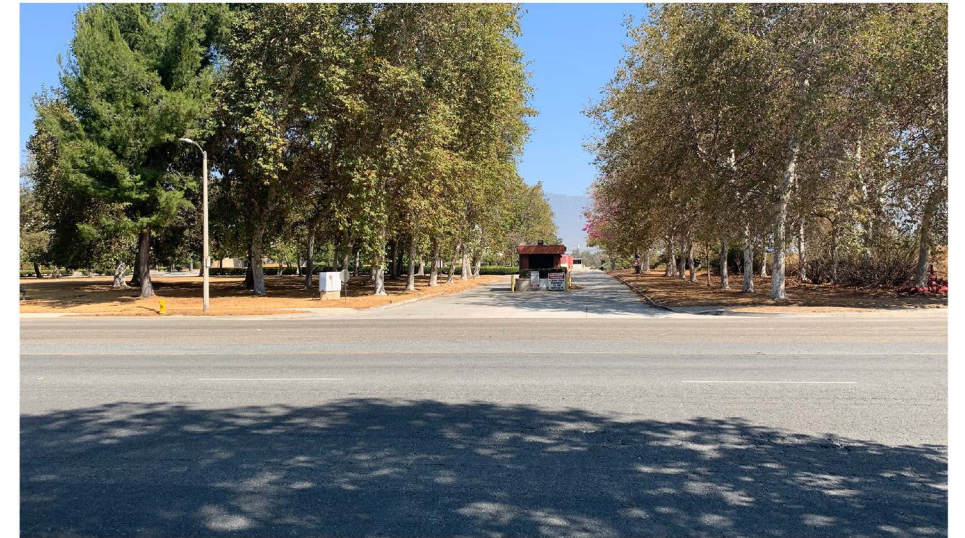
View 5: Looking northwest toward the Project site

**View 6**



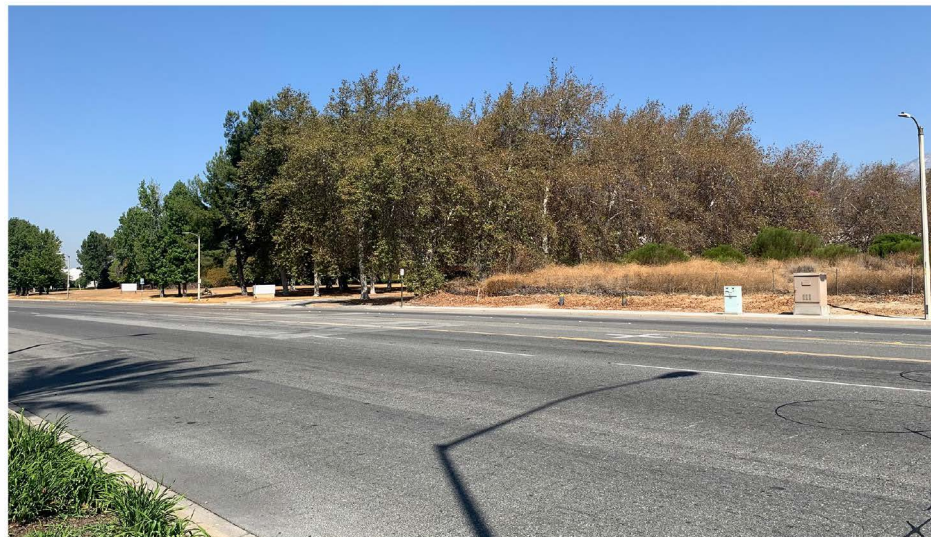
View 6: Looking northeast toward the Project site

**View 7**



View 7: Looking north toward the Project site at the existing driveway

**View 8**



View 8: Looking northwest toward the Project site

**View 9**



View 9: Looking west along 4th Street with the Project site visible in the right portion of the image

**Key Map** 

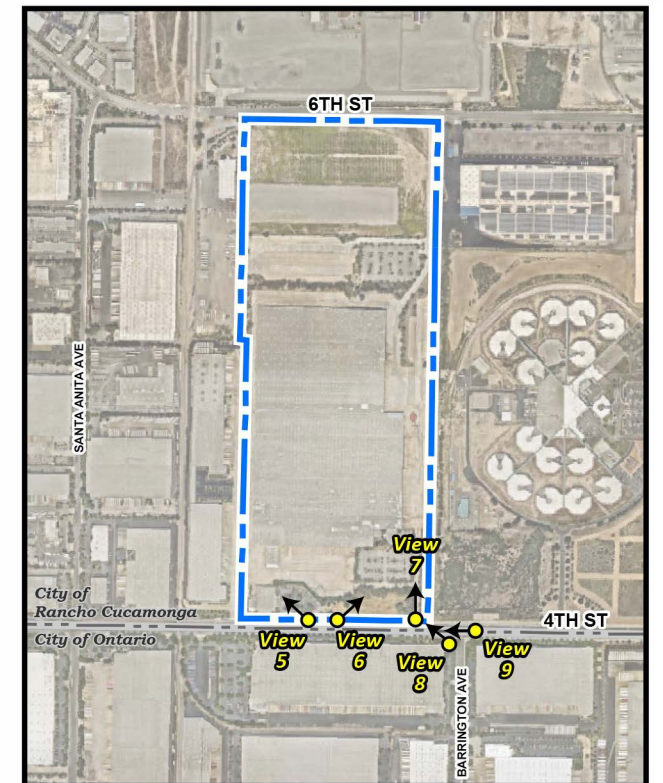
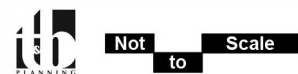


Figure 4.1-1b





The photographs in Figure 4.1-1b depict views from vantage points south of the Project site and are representative of existing views experienced by individuals traveling along 4<sup>th</sup> Street. View 5 through View 8 depict views looking toward the Project site, while View 9 depicts the streetscape and context of the surrounding area along 4<sup>th</sup> Street. While the smaller retail building on-site is visible from 4<sup>th</sup> Street, the existing warehouse building, which is setback from 4<sup>th</sup> Street by a landscape area, is largely obstructed from public views by mature trees in the southern portion of the Project site. There are existing street lights along the southern perimeter of the Project site (on the north side of 4<sup>th</sup> Street). The mature trees that line 4<sup>th</sup> Street are a focal point from this vantage point.

## 2. *Light and Glare*

The Project site is developed with warehouse and retail uses and associated facilities with existing sources of lighting, including lighting for parking areas and buildings. Other nearby sources of light include exterior lighting from the surrounding industrial buildings and the West Valley Detention Center, street lighting, and vehicle headlights along existing roadways. There are no existing buildings or other man-made features on-site or in proximity to the site that are constructed of substantial glare inducing materials.

### 4.1.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on aesthetics if it will:

- 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 points.) If the project is in an urbanized area, if it will conflict with applicable zoning and other regulations governing scenic quality.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### 4.1.4 ENVIRONMENTAL IMPACTS

<b><i>Threshold 1.1 Would the Project have a substantial adverse effect on a scenic vista?</i></b>
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The City of Rancho Cucamonga is located at the southern base of the San Gabriel Mountains at the eastern end of the range. The San Bernardino Mountains are just east of the San Gabriel Mountains and the two mountain ranges are divided by the Cajon Pass. According to the Rancho Cucamonga General Plan EIR, scenic vistas in and near the City include views of the San Gabriel Mountains and San Bernardino Mountains to the north and northeast, the foothills at the northern end of the City that

provide views of open space areas, and other scenic resources such as eucalyptus windrows, scattered vineyards, and natural vegetation in flood-control and utility corridors (Rancho Cucamonga, 2010b).

The Project site is in an established industrial area in the southeast portion of the City (Southeast Focus Area). As described previously, the Project site is developed, disturbed, and void of natural lands and landforms. Views of scenic vistas from vantage points along 4<sup>th</sup> Street and 6<sup>th</sup> Street, including mountain views, are intermittent and limited. The Project site is approximately 6.3 miles south of the San Gabriel Mountains and 15.2 miles south of the San Bernardino Mountains. The Project is not within the viewshed of a designated view corridor. The nearest designated view corridors to the Project site are along Haven Avenue (looking north and south), approximately 2.3 miles west of the Project site, and looking north from 6<sup>th</sup> Street (generally at the Resort Parkway), approximately 1.7 miles west of the Project site. The Project site is not within the viewshed of these view corridors. As described in Section 4.3, Biological Resources, of this EIR, there are eucalyptus trees that occur as part of a windrow located to the north and west of the existing warehouse building. The majority of these heritage trees would be removed as part of the Project; however, the trees would be replaced in accordance with the City's tree replacement and tree removal permit requirements as outlined in Chapter 17.16.080 and Chapter 17.80 (Tree Removal Permit and Tree Preservation Ordinance) of the Development Code (refer to Regulatory Requirements [RR] 3-3 and RR 3-4 in Section 4.3). Although the City's tree replacement requirements are not in place to protect scenic vistas, the required replacement of trees, which is reflected on the Project's landscape plan (refer to Figure 3-13 in Section 3.0 of this Draft EIR) includes the planting of eucalyptus trees as well as other tree species. Further, the former vineyard in the northern portion of the Project site no longer exists, and this area does not represent an existing scenic resource. Therefore, the proposed on-site development would not have a substantial adverse effect on a scenic vista resulting in a less than significant impact.

Site adjacent roadway and infrastructure improvements and the at-grade crossing of the railroad track at 6<sup>th</sup> Street also do not include any features that would impact a scenic vista.

**Impact 1.1** The Project, including site-adjacent improvements and the 6<sup>th</sup> Street at-grade crossing, would not have a substantial adverse effect on a scenic vista, resulting in a less than significant impact. No mitigation is required.

***Threshold 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?***

According to the California Department of Transportation (Caltrans) List of Designated and Eligible Scenic Highways, the Project site is not in proximity to a State scenic highway (Caltrans, 2020). The nearest officially designated scenic highway is State Route (SR) 2 (Angeles Crest Scenic Highway), located on the north side of the San Gabriel Mountains and approximately 19.8 miles north of the Project site. Due to distance and intervening topography, the Project would not be visible from SR-2. Because the Project is not within a State scenic highway corridor, the Project does not have the potential to degrade scenic resources within a State scenic highway and no impacts would occur.

**Impact 1.2** The Project site is not located within a State scenic highway. Therefore, no impact would occur.

**Threshold 1.3** *Would the Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.?*

As discussed in Section 3.0, Project Description, the existing structures and associated facilities and landscaping on-site would be demolished or removed. The Project site would be redeveloped with two new high-cube warehouse buildings. Conceptual architectural elevations for each building and representative-colored elevations are provided in Section 3.0 of this Draft EIR. As shown, the buildings would have a contemporary architectural design, with a varied roof line, articulation, various building materials, and decorative building elements to provide visual interest, which does not exist with the existing buildings. Landscaping with a cohesive landscape design would be planted throughout the Project site, and fences/walls would be installed, as also described in Section 3.0.

Given the urban nature of the Project site and surrounding areas, the analysis for this threshold is appropriately based on review of the potential for the Project to conflict with applicable zoning and other regulations governing scenic quality. As previously identified in Section 4.1.1, Relevant Policies and Regulations, regulations governing scenic quality are established through the City’s Development Code, and the City’s General Plan, which includes project-level policies relevant to scenic quality, as discussed below.

**A. Rancho Cucamonga Development Code**

As discussed in Section 4.0, Environmental Setting and Impact Evaluation Overview, the northern portion of the Project site (approximately 55.2 acres) is designated for Heavy Industrial uses and the southern portion of the site (approximately 36.2) is designated for General Industrial uses. The Project involves a General Plan Amendment and Zoning Map Amendment to change the land use designation and zoning for the northern portion of Project site from Heavy Industrial to General Industrial, for consistency across the Project site (refer to Section 3.0, Project Description). As discussed previously in Section 4.1.1, Chapter 17.36.040 of the Development Code outlines permitted uses and development standards for Industrial District zoning classifications, and other chapters/sections of the Development Code include regulations relevant to scenic quality. Table 4.1-1, Development Code Standards Consistency Analysis, below, addresses the Project’s consistency with applicable Development Code requirements. The Project would not conflict with applicable development standards. Additionally, the Project involves a Site Plan and Architectural Review, and the required review would ensure that the Project would comply with the applicable regulations regarding scenic quality.

**Table 4.1-1 Development Code Standards Consistency Analysis**

APPLICABLE REQUIREMENTS	PROJECT CONSISTENCY
<i>Development Standards for Industrial Districts (Section 17.36.040 of the Development Code)</i>	
<b>Minimum Lot Area:</b> 0.5-acre for General Industrial uses	<b>No Conflict.</b> Proposed Tentative Parcel (TPM) Map No. 20271 (refer to Figure 3-4 in Section 3.0 of this Draft EIR) would modify the parcel configuration on-site to include two parcels that facilitate implementation of the Project. The proposed parcels would be approximately 55.1 net-acres (Building 1) and approximately 29.9 net acres (Building 2), which would exceed the required minimum lot area of 0.5 acre. Therefore, the Project would be consistent with the minimum lot requirement.
<b>Minimum Lot Width:</b> 100 feet	<b>No Conflict.</b> As shown on Figure 3-5 the proposed parcels would be 1,140 feet wide and would exceed the required minimum lot width of 100 feet. Therefore, the Project would be consistent with the minimum lot width requirement.
<b>Minimum Setbacks</b>  Front Yard: See Table 17.36.040-2 (detailed under “Special Streetscape Standards” below) Side Yard: 5 feet Rear Yard: 0 feet	<b>No Conflict.</b> As shown on the conceptual site plan presented in Figure 3-5, building setbacks would meet or exceed the minimum setback requirements. The Project would therefore be consistent with the setback requirements.
<b>Maximum Building Height:</b> 35 feet at the front setback (buildings exceeding 35 feet high shall be set back an additional one foot from the front setback for each one foot of height up to a maximum setback of 70 feet).  Maximum height of 75 feet	<b>No Conflict.</b> The conceptual building elevations for the proposed buildings indicate that the building heights would be a maximum of 50-feet at the top of parapet. The maximum 50-foot height would exceed the 35-foot height limit at the front setback by 15-feet. However, the buildings would be setback more that 15-feet from the front setback. Therefore, the Project would be consistent with the maximum building height requirement.
<b>Floor Area Ratio (FAR):</b> 50-60%	<b>No Conflict.</b> As shown on the conceptual site plan presented in Figure 3-5, the FAR for Building 1 would be 57.3% and the FAR for Building 2 would be 49.6%, with an overall FAR of 54.6%. Therefore, the buildings would be within the allowable FAR range and the Project would be consistent with the FAR requirement.
<b>Minimum Open Space/Landscape Area:</b> 10%	<b>No Conflict.</b> As shown on Figure 3-5, total landscaping within the Project site area would be 370,600 sf, including landscaping within the new street, which is 10% of the Project’s net area. Therefore, the proposed landscaping is consistent with the 10% landscape area requirement.
<b>Special Streetscape Standards:</b>	<b>No Conflict.</b> 4 <sup>th</sup> Street is a Major Arterial, 6 <sup>th</sup> Street is a Secondary Arterial, and proposed new Street A would be an Industrial Collector. As shown on the conceptual site plan presented in Figure 3-5, landscaped



APPLICABLE REQUIREMENTS	PROJECT CONSISTENCY
<p>Major Arterial and Special Boulevard - 45 feet average depth of landscape; 45 feet building setback; 25 feet parking setback</p> <p>Secondary Arterial - 35 feet average depth of landscape; 35 feet building setback; 30 feet parking setback</p> <p>Local/Collector - 25 feet average depth of landscape; 25 feet building setback; 15 feet parking setback</p>	<p>streetscapes would be provided in accordance with the established requirements.</p>
<p><b>Equipment screening.</b> The following equipment screening standards shall apply:</p> <p>a. All roof, wall and ground mounted equipment shall be screened from all sides within the Industrial Park (IP) and General Industrial (GI) zoning districts.</p> <p>c. All screening shall be architecturally integrated with the building design and where possible a roof parapet wall shall be used to screen roof or wall mounted equipment.</p>	<p><b>No Conflict.</b> As shown on the conceptual building elevations presented in Figure 3-6 and Figure 3-8a and b for Building 1 and Building 2, respectively, each building would include a parapet. This architectural feature would screen views of rooftop equipment from public views (adjacent roadways), as shown in the “Typical Equipment Screen Line of Sight” provided on Figure 3-6 and Figure 3-8a. The parapet would be integrated into the building design. The Project would therefore be consistent with this requirement.</p>
<p><i>Other Development Code Requirements</i></p>	
<p><b>Chapter 17.48, Fences, Walls and Screening:</b>                      All materials, supplies, equipment, and operating trucks shall be stored within an enclosed building or area screened from public view.</p> <p>Within industrial areas, all storage area screening shall be architecturally integrated with surrounding buildings by the use of concrete, masonry, or other similar materials not to exceed a height of eight feet measured from finished grade. For walls comprised of the combination of a screen wall on top of a retaining wall, the overall height of the combined wall may exceed eight feet provided that the part of the wall that faces the public right-of-way (street, sidewalk, etc.), does not exceed eight feet in height (measured from the finished grade immediately adjacent to the wall and the top of the wall).</p>	<p><b>No Conflict.</b> As shown in Figure 3-14, Wall and Fence Plan, the Project includes a combination of tube steel fencing and concrete screen walls primarily for screening and security, and retaining walls. Consistent with the established height requirements, an 8-foot-high tube steel fence would be provided along the western Project site boundary, and 8-foot-high screen walls would be provided along the perimeter of the truck courts on the north side of Building 2, at the east and entrance to the northern truck court for Building 2, on the east side of Building 1, and at the entrances to the truck courts in Building 1. Eight-foot-high sliding steel gates would be placed at the truck court entrances. The sliding steel gates at the southern entrances to the Building 1 truck court would have perforated mesh to obscure views of the truck courts from 4<sup>th</sup> Street. As required, the screenwalls would effectively screen equipment and operation truck areas, as well as storage areas.</p> <p>As described in Section 3.0, and shown on Figure 3-14, and the grading sections presented on Figure 3-19b, the Project also requires retaining walls of various heights including along public rights-of-way. The walls that face the public right-of-way would not exceed 8-feet in height.</p>

APPLICABLE REQUIREMENTS	PROJECT CONSISTENCY
<p><b>17.58 Outdoor Lighting Standards.</b>                      Height limit for light fixtures in industrial areas is 25 feet.</p> <p>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.</p> <p>Outdoor lighting shall be designed to illuminate at the minimum level necessary for safety and security and to avoid the harsh contrasts in lighting levels between the project site and adjacent properties. For parking lots, the minimum required illumination is 1.0 foot-candles, and the maximum is 4.0 foot-candles. For non-residential structures, entryways and doors the minimum illumination is 1.0 foot-candle.</p>	<p><b>Consistent.</b> As described in Section 3.0, and shown on the exterior lighting plan provided on Figure 3-15, the Project includes parking lot pole-mounted lights, and building-mounted outdoor security lighting. Consistent with the lighting standards, the parking lot poles would be 25-feet high and would include cut-off fixtures and shielding to ensure that the lighting is directed away from adjoining properties and the public right-of-way. Further, as shown on Figure 3-15, the estimated minimum and maximum lighting levels would comply with the City’s lighting requirements (as measured in foot-candles).</p>
<p><b>17.120.030 Building Design.</b> Create a harmonious building style, form, size, color, material, and roofline, as it relates to surrounding planned or existing development. Subtle variations are encouraged that provide visual interest.</p> <p>a. Provide architectural treatment to all elevations.</p> <p>b. Integrate screening for roof-mounted equipment into the building design (e.g., extend parapet walls).</p> <p>c. At the primary building entrance provide changes in roof-form, building massing, additional architectural articulation to clearly identify the entry location.</p>	<p><b>No Conflict.</b> As shown on the buildings elevations and conceptual architectural renderings presented in Figures 3-6 through 3-8, the proposed design for Building 1 and Building 2 would be harmonious, with consistent architecture, building materials, etc. The buildings have a varied roof line, articulation, various building materials, and decorative building elements to provide visual interest. The proposed buildings would be constructed with concrete tilt-up panels and low-reflective blue glass, primarily at the office entries. Decorative building elements include aluminum panels at office corner parapets, canopies at the office entries, and anodized aluminum window shades. Additionally, the buildings would be a maximum of 50-feet high, similar to the existing warehouse building on-site (estimated to be 52-feet high) and other warehouse and industrial buildings in the vicinity of the Project.</p> <p>Further, as discussed under “equipment screening” above, each building would include a parapet. This architectural feature would screen views of rooftop equipment from public views (adjacent roadways). The parapet would be integrated into the building design.</p> <p>The Project would therefore be consistent with these requirements.</p>

APPLICABLE REQUIREMENTS	PROJECT CONSISTENCY
<p><b>17.122.030 Commercial, office, and industrial development.</b> Includes standards that influence the visual character of a development site, including: special site design provisions for industrial development for the following issue areas, potentially applicable to the Project:</p> <p><i>Parking areas:</i></p> <p>a. Screen parking areas from public view with mounding, landscaping, low walls, grade differentials, and building orientation.</p>	<p><b>No Conflict.</b> As shown on the buildings conceptual landscape plan presented in Figure 3-13, the parking areas would be screened from public view with landscaping, screening walls, and building orientation.</p>
<p><i>Special architectural provisions.</i></p> <p>a. Paint roll-up doors and service doors to blend in with main building colors.</p> <p>b. The creative use of building materials is required. A minimum of two primary building materials shall be used. The recommended primary and secondary building materials are as follows:</p> <p>i. Primary building materials: concrete, sandblasted concrete, textured block, brick, granite, marble, and similar materials.</p> <p>ii. Secondary building materials: glass, tile, polished brass or copper, brick, concrete, painted metal elements, painted accent stripe, and other similar materials.</p> <p>c. The use of prefabricated, all-metal steel sheathing for buildings is prohibited from the industrial park and general industrial categories. This is not to preclude the use of metal detail within architecturally designed buildings such as “Cortin” steel. Where used, metal buildings shall be architecturally designed to be compatible with surrounding land use and architecture.</p>	<p><b>No Conflict.</b> As shown on the buildings elevations and conceptual architectural renderings presented in Figures 3-6 through 3-8, the proposed buildings would have a consistent contemporary architectural design. The proposed buildings would be constructed with concrete tilt-up panels and low-reflective blue glass. The building’s exterior color palette would be comprised of various shades of white and gray with blue accents. Decorative building elements include aluminum panels at office corner parapets, canopies at the office entries, and anodized aluminum window shades. Building 1 would also include a green screen material on a tube steel frame for planting of climbing vines. The Project would therefore be consistent with these requirements.</p>
<p><b>17.124 Design Provision for Public Art</b>                      Industrial projects subject to this chapter must include art work that has a minimum value that meets or exceeds an amount equal to the sum of one dollar per square foot, or meet in lieu requirements (donate art or pay an in-lieu fee).</p>	<p><b>No Conflict.</b> The Project would comply with this requirement through the payment of in-lieu fees.</p>

**B. Rancho Cucamonga General Plan**

As previously discussed, the Rancho Cucamonga General Plan contains planning goals and policies for visually appealing community design. Activities undertaken by a planning agency must be consistent with the goals and policies of the agency’s general plan. The Rancho Cucamonga General Plan serves as the main land use policy document for the City. Therefore, future development in the

City must comply with the General Plan’s goals and policies. The State’s general rule for a General Plan consistency determination is that “an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment” (OPR, 2017).

Table 4.1-2, General Plan Policy Consistency Analysis, provides an analysis of the Project’s consistency with goals and policies outlined in the Rancho Cucamonga General Plan applicable to scenic quality. The Project would not conflict with applicable goals and policies.

**Table 4.1-2 General Plan Policy Consistency Analysis**

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
<b>COMMUNITY DESIGN</b>		
<b>Goal LU-12:</b> Foster a variety of travel routes that are enjoyable ways to experience Rancho Cucamonga.		
Policy LU-12.1	Ensure that streetscape design along roadways creates a strong landscaped edge, provides a coherent high-quality appearance along each route, and enhances the image of adjacent development.	<b>No Conflict.</b> The area surrounding the Project site includes one- and two-story industrial and warehouse buildings as well as the San Bernardino West Valley Detention Center, each with varying architectural styles and no cohesive design theme. As shown on the conceptual site plan presented in Figure 3-5 and the conceptual landscape plan presented in Figure 3-13, the Project includes landscaped streetscapes along 4 <sup>th</sup> Street, 6 <sup>th</sup> Street, and proposed Street A. The streetscape would comply with the special streetscape standards established in the Development Code, and vertical elements (e.g., trees) would be used as unifying features. The Project would therefore be consistent with this policy.
<b>Goal LU-13:</b> Take full advantage of view lines and vista points with carefully designed development.		
Policy LU-13.1	On north-south roadways, open space corridors, and other locations where there are views of scenic resources, trees, and structures, encourage framing and orientation of such views at key locations, and endeavor to keep obstruction of views to a minimum.	<b>No Conflict.</b> As previously discussed under Threshold 1.1, the Project is not within the viewshed of a designated view corridor. However, new Street A, which would extend along the eastern perimeter of the Project site, would provide north-south views for people traveling along this roadway that do not currently exist, including distance mountain views. The Project would therefore be consistent with this policy.
<b>Goal LU-14:</b> Support public art as an important amenity of a beautiful City.		
Policy LU-14.1	Pursue the placement of public art in prominent locations particularly along major travel corridors.	<b>No Conflict.</b> The Project would comply with this policy through the payment of in-lieu fees, which are collected by the City to fund placement of public art.
<b>ECONOMIC DEVELOPMENT</b>		
<b>Goal ED-4:</b> Implement consistent high-quality standards for all future development.		
Policy ED-4.1	Encourage high-quality design for infill development and continue to support new high-quality uses.	<b>No Conflict.</b> Refer to the consistency analysis provided in Table 4.1-1 for Chapter 17.120.030, Building Design, of the City’s Development Code. As shown on the

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
Policy ED-4.3	Improve connectivity between development projects to create a more cohesive atmosphere.	conceptual building elevations and architectural renderings, the proposed design for Building 1 and Building 2 include architecture, building materials, and design elements to ensure a high-quality design. Although located on separate parcels, the design for Building 1 and Building 2 would be consistent to create a cohesive visual atmosphere. The Project would therefore be consistent with these policies.
<b>RESOURCE CONSERVATION</b>		
<b>Goal RC-1:</b> Encourage stewardship of natural open space areas, environmentally sensitive lands, and agricultural resources.		
Policy RC-1.2	Develop measures to preserve and enhance important views along north-south roadways, open space corridors, and at other key locations where there are significant views of scenic resources.	<b>No Conflict.</b> Refer to the consistency analysis for Policy LU-13.1. The Project would be consistent with this policy.

**Impact 1.3** The Project would not conflict with applicable zoning and other regulations governing scenic quality and no impact would occur.

***Threshold 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?***

The Project site is in an area of the City that is subject to lighting and glare from existing on-site and surrounding urban land uses. The primary sources of light include building-mounted lighting, parking lot lighting, headlights from automobiles and trucks, and street lights along the surrounding roadways. The primary sources of glare include buildings and vehicles.

**1. Light**

It is not anticipated that permanent lighting would be required during most construction activities, as construction typically occurs during the daylight hours. The Rancho Cucamonga Development Code, Section 17.66.050(D)(4) permits construction to occur between the hours of 7:00 a.m. to 8:00 p.m. on any day except Sundays or national holidays. In accordance with Section 17.66.050(D)(4), most of the project’s construction activities would be limited to these hours. Limited nighttime construction would be required for nighttime concrete pours which would require temporary lighting. Impacts from the temporary lighting elements would be minimized through mandatory compliance with Rancho Cucamonga Development Code, Section 17.58.050 which requires all outdoor lighting be fully shielded in order to prevent glare, light trespass, and light pollution. Additionally, there are no sensitive receptors within the immediate vicinity of the Project site that would be impacted by the use of temporary nighttime lighting. Thus, impacts due to construction lighting would be less than significant.



As discussed in Section 3.0, Project Description, of this Draft EIR, the Project would include various lighting elements to ensure safety and security of the facilities. The proposed lighting would be in compliance with applicable lighting standards established by the City of Rancho Cucamonga. The location of on-site lighting is presented in Figure 3-15 in Section 3.0 of this Draft EIR, and would primarily include parking lot pole-mounted lights, and building-mounted outdoor security lighting for the proposed buildings. Parking lot light poles would be 25-foot high and would have cut-off fixtures. The lighting would be directed away from adjoining properties and the public right-of-way. The lighting would be designed to produce lighting photometric (levels) similar or better than existing conditions.

Due to the urban nature of the Project site and surrounding areas and the presence of existing light sources, as well as the lack of residential uses or other light-sensitive uses near the site, impacts associated with increases in lighting levels at the site from the Project would be less than significant.

## 2. *Glare*

Glare is caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on intensity and direction of sunlight. Glare can create hazards to motorists and nuisances for pedestrians and other viewers. The proposed buildings would be constructed primarily with non-reflective materials (such as concrete), and with a low-reflective blue glass limited to the building entrances and windows at office areas. The proposed building elevations show that there would be no expansive glazing materials or other materials on facade areas that would create noticeable glare from sunlight. Additionally, Building 1 would include a green screen material on a tube steel frame for planting of climbing vines which would reduce potential glare-related impacts. The Project site is surrounded by existing roadways and vehicle lights. The Project would not pose a hazard to motorists traveling in the Project vicinity, nor would it affect surrounding land uses. In addition, the proposed trees along the Project site's frontages with 4<sup>th</sup> Street and 6<sup>th</sup> Street and proposed Street A would further reduce the potential for nominal glare to impact passing motorists and the surrounding land uses. This impact would be less than significant.

**Impact 1.4** The Project site is located in an urban area and the Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

### 4.1.5 CUMULATIVE IMPACTS

Section 4.1.7, Cumulative Impacts (Aesthetics), of The Rancho Cucamonga General Plan EIR, which is incorporated by reference, identifies that cumulative aesthetic impacts are primarily analyzed in terms of impacts within the City of Rancho Cucamonga, Sphere of Influence, and surrounding area, as aesthetic impacts are primarily confined to local areas. The Rancho Cucamonga General Plan EIR anticipates urban growth within the City, adjacent cities, and unincorporated County areas. The General Plan EIR acknowledged that future developments and redevelopments would alter the visual quality of the landscape through the introduction of structures in currently open areas and the redevelopment of older structures to other land uses or with higher density/intensity uses. Future

developments would also contribute to the cumulative loss of undeveloped land in the City and adjacent cities, and in San Bernardino County. As identified in the General Plan EIR, development and design review of individual development projects by surrounding cities and the County and compliance with applicable design standards and guidelines by individual development projects would reduce visual impacts; however, the General Plan EIR determined that cumulative impacts to visual character and quality would be significant and unavoidable. The General Plan EIR concluded that implementation of the General Plan would not result in any other cumulatively-considerable aesthetics impacts.

The study area for cumulative aesthetic impacts for the Project includes areas in the same viewshed as the Project. If the projects are not visible from the same vantage point, the viewer would not perceive them at the same time and they would not result in a cumulative change in the visual character or quality. As shown on Figure 4.0-3, Cumulative Development Location Map, there are cumulative projects in the vicinity of the Project, but due to distance, topography, and intervening development, these projects would not be in the same viewshed as the Project.

The Project site is not within a scenic vista, within a State scenic highway, or along a City-designated scenic corridor. Therefore, the Project would not contribute to cumulative impacts related to these aesthetic issues.

As analyzed in this section, the Project would not conflict with the applicable regulations outlined in the Development Code, or General Plan goals and policies addressing scenic quality. Any future development within the same viewshed as the Project site, including in the City or Ontario to the south, would also be required to comply with applicable municipal regulations addressing scenic quality. The Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to scenic quality.

As with existing development in the area, light and glare impacts from the Project and future development in the area would be reduced through the adherence to applicable lighting standards established in the City's Development Code. Based on the City's cumulative projects list, there are currently no cumulative development projects identified in the vicinity of the Project. The Project's impacts are less than significant and the Project would not result in a cumulatively considerable contribution to a significant cumulative aesthetic impact related to light and glare.

#### **4.1.6 MITIGATION MEASURES**

No significant adverse impacts related to aesthetics would result and no mitigation measures are required.

#### **4.1.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Project impacts related to aesthetics would be less than significant.

#### 4.1.8 REFERENCES

- California Department of Transportation (Caltrans). 2019. *Caltrans Designated and Eligible Scenic Highways*. Web. Accessed August 30, 2020. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>
- California Governor's Office of Planning and Research (OPR). 2017 (July 31). *2017 General Plan Guidelines*. Available at: [http://opr.ca.gov/docs/OPR\\_COMPLETE\\_7.31.17.pdf](http://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf)
- Rancho Cucamonga, City of. 2010a (May 19). *Rancho Cucamonga General Plan*. Available at: <https://www.cityofrc.us/community-development/planning>
- . 2010b (February). *Rancho Cucamonga 2010 General Plan Update Program Environmental Impact Report*.

## 4.2 AIR QUALITY

This section provides a Project-specific analysis of the Project’s potential to have adverse effects related to air quality during construction and operation. Information presented in this section is derived primarily from the Project-specific reports identified below. Refer to Section 4.2.8, References, for a complete list of references.

- *Bridge Point Rancho Cucamonga Air Quality Impact Analysis* (herein, “AQIA”), dated April 15, 2021, prepared by Urban Crossroads, and included in Appendix B1 of this Draft Environmental Impact Report (EIR) (Urban Crossroads, 2021a).
- *Bridge Point Rancho Cucamonga Mobile Source Health Risk Assessment* (herein, “HRA”), dated April 15, 2021, prepared by Urban Crossroads, Inc., and included in Appendix B2 of this Draft EIR (Urban Crossroads, 2021b).
- *Construction Health Risk Assessment Memorandum* (herein, “Construction HRA”), dated March 19, 2021, prepared by Urban Crossroads, Inc., and included in Appendix B3 of this Draft EIR (Urban Crossroads, 2021c).

The South Coast Air Quality Management District (SCAQMD) submitted a Notice of Preparation (NOP) comment letter with the following input:

- Recommendations on the scope of the air quality, greenhouse gas emissions, and health risk analysis for the Project, including modeling.
- Project-related air quality impacts should be identified and quantified against the SCAQMD regional and localized significance thresholds.
- If a permit from the SCAQMD is required, SCAQMD should be identified as a responsible agency.
- Feasible mitigation measures should be identified for significant impacts, and suggested mitigation measures and design considerations to reduce air quality and health risk impacts are provided.

### 4.2.1 RELEVANT POLICIES AND REGULATIONS

#### A. Federal Regulations

##### 1. *U.S. Environmental Protection Agency*

The U.S. Environmental Protection Agency (USEPA) regulates emissions sources such as aircraft, ships, and certain locomotives. The USEPA’s air quality mandates are drawn primarily from the Clean Air Act (CAA), which was first enacted in 1955 and subsequently amended; Congress's most recent major amendments were in 1990. The CAA established National Ambient Air Quality Standards (NAAQS). These standards identify air quality levels for criteria pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe (with an adequate margin of

safety) to protect the public health and welfare. The NAAQS are shown in Table 4.2-1, Ambient Air Quality Standards. As part of its enforcement responsibilities, the USEPA requires each State with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that includes pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attaining and incorporating additional sanctions for failure to attain or meet interim milestones. The CAA sections most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, CO, PM<sub>2.5</sub>, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O<sub>3</sub> and to adopt a NAAQS for PM<sub>2.5</sub>.

## ***B. State Regulations***

### ***1. California Environmental Protection Agency***

The mission of the California Environmental Protection Agency (CalEPA) is to restore, protect, and enhance the environment, to ensure public health, environmental quality, and economic vitality. This is accomplished by developing, implementing, and enforcing environmental laws that regulate air, water, and soil quality, pesticide use, and waste recycling and reduction. Relevant to air quality, the California Environmental Protection Agency (CalEPA) consists of the California Air Resources Board (CARB) and the Office Environmental Health Hazard Assessment (OEHHA).

In 2012, the Legislature passed Senate Bill (SB) 535, which targets disadvantaged communities in California for the investment of proceeds from the State's cap-and-trade program to improve public health, quality of life, and economic opportunity in California's most burdened communities, while also reducing pollution. SB 535 directed that 25% of the Greenhouse Gas Reduction Fund's proceeds go to projects that provide a benefit to disadvantaged communities. The legislation gave CalEPA responsibility for identifying those communities. In 2016, the Legislature passed Assembly Bill (AB) 1550, which now requires that 25% of proceeds from the fund be spent on projects located in disadvantaged communities. CalEPA has prepared a list of disadvantaged communities for the purpose of SB 535 and CalEnviroScreen is a general mapping tool developed by OEHHA to help identify California communities that are most affected by sources of pollution.

### ***2. California Air Resources Board***

The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (CalEPA), is responsible for ensuring implementation of the California Clean Air Act (CCAA) (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates the achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources to attain the state ambient air quality standards by the earliest practical date. CARB established the California Ambient Air Quality Standards (CAAQS)

**Table 4.2-1 Ambient Air Quality Standards**

Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards <sup>1</sup>		National Standards <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone (O <sub>3</sub> ) <sup>8</sup>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.070 ppm (137 µg/m <sup>3</sup> )		
Respirable Particulate Matter (PM <sub>10</sub> ) <sup>9</sup>	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		—		
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>9</sup>	24 Hour	—	—	35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12.0 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m <sup>3</sup> )	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )		9 ppm (10 mg/m <sup>3</sup> )	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		—	—	
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>10</sup>	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	100 ppb (188 µg/m <sup>3</sup> )	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )		0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	
Sulfur Dioxide (SO <sub>2</sub> ) <sup>11</sup>	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	75 ppb (196 µg/m <sup>3</sup> )	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m <sup>3</sup> )	
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (for certain areas) <sup>11</sup>	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) <sup>11</sup>	—	
Lead <sup>12,13</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m <sup>3</sup> (for certain areas) <sup>12</sup>	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m <sup>3</sup>		
Visibility Reducing Particles <sup>14</sup>	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	<b>No National Standards</b>		
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence			
Vinyl Chloride <sup>12</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography			

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)



**Table 4.2-1 Ambient Air Quality Standards (Cont'd)**

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above  $150 \mu\text{g}/\text{m}^3$  is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from  $15 \mu\text{g}/\text{m}^3$  to  $12.0 \mu\text{g}/\text{m}^3$ . The existing national 24-hour PM2.5 standards (primary and secondary) were retained at  $35 \mu\text{g}/\text{m}^3$ , as was the annual secondary standard of  $15 \mu\text{g}/\text{m}^3$ . The existing 24-hour PM10 standards (primary and secondary) of  $150 \mu\text{g}/\text{m}^3$  also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour  $\text{SO}_2$  standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971  $\text{SO}_2$  national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.  
 Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ( $1.5 \mu\text{g}/\text{m}^3$  as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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(Urban Crossroads, 2021a, Table 2-2)

for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO<sub>4</sub>, visibility, hydrogen sulfide (H<sub>2</sub>S), and vinyl chloride (C<sub>2</sub>H<sub>3</sub>Cl). However, at this time, H<sub>2</sub>S and C<sub>2</sub>H<sub>3</sub>Cl are not measured at any monitoring stations in the South Coast Air Basin (SoCAB) because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS (as shown in Table 4.2-1).

Local air quality management districts, such as the SCAQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS. Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMP) that include specified emission reduction strategies in an effort to meet clean air goals. The AQMPs are then integrated into the State SIP.

### *Toxic Air Contaminants*

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of toxic air contaminant (TAC) emissions resulting from mobile and area sources, such as cars and trucks, stationary sources, and consumer products. The TACs responsible for most of the known cancer risk associated with airborne exposure in California include:

- TACs derived from mobile sources (Diesel Particulate Matter [DPM], benzene [C<sub>6</sub>H<sub>6</sub>], and 1,3-butadiene [C<sub>4</sub>H<sub>6</sub>]);
- TACs derived from stationary sources (perchloroethylene [C<sub>2</sub>Cl<sub>4</sub>], and hexavalent chromium [Cr(VI)]; and
- TACs derived from photochemical reactions of emitted VOCs (formaldehyde [CH<sub>2</sub>O] and acetaldehyde [C<sub>2</sub>H<sub>4</sub>O]).

Ambient concentrations and emission trends of these TACs have declined in recent years due to various regulations the CARB has implemented to address cancer risk, as further discussed in Section 2.9 of the AQIA included in Appendix B1 of this Draft EIR.

CARB and the Ports of Los Angeles and Long Beach (POLA and POLB) have adopted several iterations of diesel trucks that aim to reduce DPM. More specifically, CARB Drayage Truck Regulation, CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach Clean Truck Program (CTP) require accelerated implementation of “clean trucks” into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements. Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to the aforementioned regulatory requirements.

### *Community Air Protection Program*

In response to AB 617 (2017), which addresses criteria air pollutants and TACs from sources other than vehicles, CARB established the Community Air Protection Program (CAPP). The CAPP’s focus

is to reduce exposure in communities most impacted by air pollution. This Statewide effort includes community air monitoring and community emissions reduction programs. In addition, the Legislature appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities and grants to support community participation in the CAPP process. AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State. This new effort provides an opportunity to continue to enhance air quality planning efforts and better integrate community, regional, and State level programs to provide clean air for all Californians.

### 3. *Title 24 Energy Efficiency Standards and California Green Building Standards*

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code 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. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen), is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission (CBSC). The CBSC updates the CALGreen program regularly, with the most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020.

Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions. The 2019 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption in the SoCAB and across the State of California. For example, the 2019 Title 24 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand-responsive technologies for residential buildings, and update indoor and outdoor lighting requirements for nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after the implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings (such as the Project) will use approximately 30% less energy due to lighting upgrade requirements.

Because the Project would be constructed after January 1, 2019, the 2019 CALGreen standards are applicable to the Project and require, among other items:

- **Short-term bicycle parking.** If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).

- **Long-term bicycle parking.** For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- **Designated parking for clean air vehicles.** In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- **Electric vehicle (EV) charging stations.** New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3).
- **Outdoor light pollution reduction.** Outdoor lighting systems shall be designed to meet the backlight, uplight, and glare ratings per Table 5.106.8 (5.106.8)
- **Construction waste management.** Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- **Excavated soil and land clearing debris.** 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on-site until the storage site is developed (5.408.3).
- **Recycling by Occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- **Water conserving plumbing fixtures and fittings.** Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - *Water Closets.* The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
  - *Urinals.* The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
  - *Showerheads.* Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
  - *Faucets and fountains.* Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute

- (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle  
(5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- **Outdoor portable water use in landscaped areas.** Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELo), whichever is more stringent (5.304.1).
  - **Water meters.** Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (5.303.1.1 and 5.303.1.2).
  - **Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf** Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
  - **Commissioning.** For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

### **C. Regional Regulations**

#### **1. South Coast Air Quality Management District**

The Project is in the City of Rancho Cucamonga, in the South Coast Air Basin (SoCAB), where the South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control. As a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all applicable federal and State government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emissions sources, and enforces such measures through educational programs or fines when necessary. SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of air quality management plans (AQMPs). As further discussed below, an AQMP establishes a program of rules and regulations directed at attaining the NAAQS and CAAQS. Section 2.9 of the AQIA included as Appendix B1 of this Draft EIR provides a detailed discussion of regional air quality improvement in the SoCAB.

#### Air Quality Management Plan

The NAAQS and CAAQS presented in Table 4.2-1 establish the context for the local AQMPs and for determining the significance of a project's contribution to local or regional pollutant concentrations. The NAAQS and CAAQS represent the level of air quality considered safe, with an adequate safety margin, to protect public health and welfare. They are designed to protect those people most susceptible

to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illness, and persons engaged in strenuous work or exercise.

The SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and State air quality standards. Currently, the NAAQS and CAAQS are exceeded in most parts of the SoCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the State and federal ambient air quality standards. AQMPs are updated regularly to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. The AQMP control measures and related emission reduction estimates are based on emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

In March 2017, the SCAQMD released the Final 2016 AQMP, the most recent approved AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS and explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) and updated emission inventory methodologies for various source categories.

The 2022 AQMP is currently being developed by SCAQMD to address the EPA's strengthened ozone standard. Development of the 2022 AQMP is in its early stages and no formal timeline for completion and adoption is currently known.

#### SCAQMD Rules

There are numerous requirements that development and redevelopment projects must comply with by law. They were put in place by federal, State, and local regulatory agencies to improve air quality.

SCAQMD Rule 402, Nuisance, states that a project shall not "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.

SCAQMD Rule 403, Fugitive Dust, is intended to reduce the amount of particulate matter entrained in the ambient air due to anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earthmoving and grading activities.



SCAQMD Rule 1113 limits the Volatile Organic Compound (VOC) content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the SCAQMD must comply with the current VOC standards set in this rule.

SCAQMD Rule 201 requires a “Permit to Construct” prior to the installation of any equipment “the use of which may cause the issuance of air contaminants . . .”, and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate. Rule 219, Equipment Not Requiring a Written Permit Pursuant to Regulation II, identifies “equipment, processes, or operations that emit small amounts of contaminants that shall not require written permits . . .”

SCAQMD Rule 2202 provides employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and State CAA requirements. This Rule applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average, unless otherwise exempt. An employer subject to this Rule is required to annually register with the SCAQMD to implement an emission reduction program, in accordance with subdivisions (f) and (g), that will obtain emission reductions equivalent to a worksite specific emission reduction target (ERT) specified for the compliance year.

#### ***D. Local Regulations***

##### ***1. Rancho Cucamonga General Plan***

The Public Health and Safety Chapter of the General Plan addresses air quality, atmosphere, and climate. Motor vehicles represent the major source of regional emissions throughout the SoCAB and the City. The Public Health and Safety Chapter identifies that sources of non-mobile air pollution include industrial/manufacturing uses, auto repair businesses, dry cleaners, and other businesses that regularly use chemical solvents. Common sources of PM10 include road dust, construction activity, grading, and fires (including fireplaces). Air pollution is significantly worse where air pollutants are concentrated, including energy-intensive industrial areas, high volume roads, diesel truck routes, rail yards, and seaports. A number of goals and policies in the Public Health and Safety Chapter address air quality in the City. These relevant goals and policies are listed in Table 4.10.2, General Plan Consistency Analysis, in Section 4.10, Land Use and Planning, of this Draft EIR, along with an assessment of the Project’s consistency with each goal and policy.

Goals and policies included in the Community Mobility Chapter of the General Plan applicable to industrial land uses are presented in Table 4.13-3, Rancho Cucamonga General Plan Consistency Analysis, Section 4.13, Transportation. Related to air quality, this includes goals and policies to reduce dependency on automobiles, which serves to reduce air pollutant emissions from mobile sources.

## 2. *City of Rancho Cucamonga Development Code*

Chapter 17.50, Implementation of Green Building Code, of the City's Development Code requires that new non-residential (including mixed-use development) and residential development or substantial renovations comply with all mandatory provisions of the "City of Rancho Cucamonga, Green Building Compliance Matrix" as required by the CalGreen Code.

Section 17.64.100, Bicycle Parking Requirements, of the City's Development Code, requires that all new construction provide bicycle parking. This section of the Development Code outlines requirements for short- and long-term bicycle parking (number of spaces, design requirements, etc.), parking and maneuvering areas, and visibility. Requirements for the number of bicycle parking spaces are similar to those outlined in the CalGreen Code, discussed above.

Chapter 17.78, Transportation Demand Management (TDM), of the City's Development Code encourages employers to implement programs to help reduce the use of single-occupancy vehicles, which also serves to reduce air pollutant emissions from mobile sources. Relevant to the Project, developments subject to the TDM Ordinance include light industrial uses with 250,000 square feet or more. The ordinance requires the provision of passenger loading areas, preferential parking for carpool and vanpool vehicles, shower and locker facilities, video conferencing, and any two of the following: ridesharing program, leasing of vans, company fleet cars, subsidized transit passes, and modified work hours.

Section 17.66.060, Odor, Particulate Matter, and Air Containment Standards, of the City's Development Code, includes performance standards to ensure that uses and activities occur in a manner to protect the public health and safety and that do not produce adverse impacts on surrounding properties or on the community at large. The following standards are relevant to air quality.

- A. Sources of odorous emissions, particulate matter, and air containment standards shall comply with the air pollution control district's rules and regulations and the state Health and Safety Code.
- B. Noxious odorous emissions in a manner or quantity that is detrimental to or endanger the public health, safety, comfort, or welfare is declared to be a public nuisance and unlawful, and shall be modified to prevent further emissions release, except for agricultural operations in compliance with this title. No emission of odors shall be permitted in such quantities as to be readily detectable when diluted in the ratio of one volume of odorous air to four volumes of clean air at the property line as specified in section 17.66.030 (Points of Measurement) of this chapter. Any process which may involve the creation or emission of any odors shall be provided with a secondary safeguard system, so that control will be maintained if the primary safeguard system should fail.
- C. No dust or particulate matter shall be emitted that is detectable by a reasonable person without instruments.
- D. Exhaust air ducts shall be located or directed away from abutting residentially zoned properties.

**4.2.2 EXISTING SETTING**

The Project site is located in the SoCAB within the jurisdiction of SCAQMD. Provided below are descriptions of existing air quality within the SoCAB and a discussion of air pollutant constituents.

**A. Air Pollution Constituents**

**1. Criteria Pollutants**

Criteria pollutants are pollutants that are regulated through the development of human health-based and/or environmentally based criteria for setting permissible levels. Air pollutants are classified as either primary or secondary, depending on how they are formed. Primary pollutants are emitted directly from a source into the atmosphere. Examples of primary pollutants include carbon monoxide (CO); nitrogen dioxide (NO<sub>2</sub>) and nitric oxide (NO) (which are collectively known as oxides of nitrogen [NO<sub>x</sub>]); sulfur dioxide (SO<sub>2</sub>); particulates 10 microns or less in diameter (PM<sub>10</sub>); particulates 2.5 microns or less in diameter (PM<sub>2.5</sub>); and volatile organic compounds (VOCs). The predominant source of air emissions generated by Project development would be from vehicle emissions. Motor vehicles primarily emit CO, NO<sub>x</sub>, and VOCs.

Secondary pollutants are created over time and are formed in the atmosphere as chemical and photochemical reactions take place. An example of a secondary pollutant is ozone (O<sub>3</sub>), which is one of the products formed when NO<sub>x</sub> reacts with VOCs in the presence of sunlight. Other secondary pollutants include photochemical aerosols. Secondary pollutants such as O<sub>3</sub> represent major air quality problems in the SoCAB.

The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards (NAAQS). Seven “criteria” air pollutants have now been identified using specific medical evidence, and NAAQS have been established for those pollutants. The State of California has adopted standards (known as California Ambient Air Quality Standards [CAAQS]) for the same seven criteria pollutants, but the State has established different and generally more restrictive allowable levels. The criteria pollutants are CO, NO<sub>2</sub>, O<sub>3</sub>, lead, PM<sub>10</sub>, PM<sub>2.5</sub>, VOC and SO<sub>2</sub>. Further discussion of the criteria pollutants, their sources, and their effects on human health are presented in Table 4.2-2, Criteria Pollutants.

**Table 4.2-2 Criteria Pollutants**

<b>Criteria Pollutant</b>	<b>Description</b>	<b>Sources</b>	<b>Health Effects</b>
CO	CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines,	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen (O <sub>2</sub> ) supply to the heart. Inhaled CO has

Criteria Pollutant	Description	Sources	Health Effects
	<p>unlike ozone (O<sub>3</sub>), motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.</p>		<p>no direct toxic effect on the lungs but exerts its effect on tissues by interfering with O<sub>2</sub> transport and competing with O<sub>2</sub> to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for O<sub>2</sub> supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (O<sub>2</sub> deficiency) as seen at high altitudes.</p>
SO <sub>2</sub>	<p>SO<sub>2</sub> is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO<sub>2</sub> oxidizes in the atmosphere, it forms SO<sub>4</sub>. Collectively, these pollutants are referred to as sulfur oxides (SO<sub>x</sub>).</p>	<p>Coal or oil burning power plants and industries, refineries, diesel engines</p>	<p>A few minutes of exposure to low levels of SO<sub>2</sub> can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO<sub>2</sub>. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO<sub>2</sub>.</p> <p>Animal studies suggest that despite SO<sub>2</sub> being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.</p>

Criteria Pollutant	Description	Sources	Health Effects
			<p>Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO<sub>2</sub> levels. In these studies, efforts to separate the effects of SO<sub>2</sub> from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.</p>
NOx	<p>NOx consists of nitric oxide (NO), nitrogen dioxide (NO<sub>2</sub>) and nitrous oxide (N<sub>2</sub>O) and are formed when nitrogen (N<sub>2</sub>) combines with O<sub>2</sub>. Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. NOx is typically created during combustion processes and are major contributors to smog formation and acid deposition. NO<sub>2</sub> is a criteria air pollutant and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO<sub>2</sub> is the most abundant in the atmosphere. As ambient concentrations of NO<sub>2</sub> are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO<sub>2</sub> than those indicated by regional monitoring station.</p>	<p>Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.</p>	<p>Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO<sub>2</sub> at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO<sub>2</sub> in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.</p> <p>In animals, exposure to levels of NO<sub>2</sub> considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in</p>

Criteria Pollutant	Description	Sources	Health Effects
			<p>maintaining immune functions. The severity of lung tissue damage associated with high levels of O<sub>3</sub> exposure increases when animals are exposed to a combination of O<sub>3</sub> and NO<sub>2</sub>.</p>
O <sub>3</sub>	<p>O<sub>3</sub> is a highly reactive and unstable gas that is formed when VOCs and NO<sub>x</sub>, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O<sub>3</sub> concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.</p>	<p>Formed when reactive organic gases (ROG) and NO<sub>x</sub> react in the presence of sunlight. ROG sources include any source that burns fuels, (e.g., gasoline, natural gas, wood, oil) solvents, petroleum processing and storage and pesticides.</p>	<p>Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for O<sub>3</sub> effects. Short-term exposure (lasting for a few hours) to O<sub>3</sub> at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O<sub>3</sub> levels are associated with increased school absences. In recent years, a correlation between elevated ambient O<sub>3</sub> levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high O<sub>3</sub> levels.</p> <p>O<sub>3</sub> exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O<sub>3</sub> may be more toxic than exposure to O<sub>3</sub> alone.</p>



Criteria Pollutant	Description	Sources	Health Effects
			<p>Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.</p>
<p>Particulate Matter</p>	<p>PM10: A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Particulate matter pollution is a major cause of reduce visibility (haze) which is caused by the scattering of light and consequently the significant reduction air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, it should be noted that PM10 is considered a criteria air pollutant.</p> <p>PM2.5: A similar air pollutant to PM10 consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include SO<sub>4</sub> formed from SO<sub>2</sub> release from power plants and industrial facilities and nitrates that are formed from NO<sub>x</sub> release from power plants, automobiles and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. PM2.5 is a criteria air pollutant.</p>	<p>Sources of PM10 include road dust, windblown dust and construction. Also formed from other pollutants (acid rain, NO<sub>x</sub>, SO<sub>x</sub>, organics). Incomplete combustion of any fuel.</p> <p>PM2.5 comes from fuel combustion in motor vehicles, equipment and industrial sources, residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NO<sub>x</sub>, SO<sub>x</sub>, organics).</p>	<p>A consistent correlation between elevated ambient fine particulate matter (PM10 and PM2.5) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer.</p> <p>Daily fluctuations in PM2.5 concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to increased school absences, to a decreased respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to particulate matter.</p> <p>The elderly, people with pre-existing respiratory or</p>

Criteria Pollutant	Description	Sources	Health Effects
			cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM10 and PM2.5.
VOC	VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O <sub>3</sub> to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O <sub>3</sub> , which is a criteria pollutant. The terms VOC and ROG (see below) interchangeably.	Organic chemicals are widely used as ingredients in household products. Paints, varnishes and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing and hobby products. Fuels are made up of organic chemicals. All of these products can release organic compounds while you are using them, and, to some degree, when they are stored.	Breathing VOCs can irritate the eyes, nose and throat, can cause difficulty breathing and nausea, and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several.
ROG	Similar to VOC, ROGs are also precursors in forming O <sub>3</sub> and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO <sub>x</sub> react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O <sub>3</sub> , which is a criteria pollutant. The terms ROG and	Sources similar to VOCs.	Health effects similar to VOCs.

Criteria Pollutant	Description	Sources	Health Effects
	<p>VOC (see previous) interchangeably.</p>		
<p>Lead (Pb)</p>	<p>Pb is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of Pb in the air was emissions from vehicles burning leaded gasoline. The major sources of Pb emissions are ore and metals processing, particularly Pb smelters, and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. It should be noted that the Project does not include operational activities such as metal processing or Pb acid battery manufacturing. As such, the Project is not anticipated to generate a quantifiable amount of Pb emissions.</p>	<p>Metal smelters, resource recovery, leaded gasoline, deterioration of Pb paint.</p>	<p>Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure.</p> <p>Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.</p>
<p>Odor</p>	<p>Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves.</p>	<p>Odors can come from many sources including animals, human activities, industry, natures, and vehicles.</p>	<p>Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second,</p>

Criteria Pollutant	Description	Sources	Health Effects
			studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

(Urban Crossroads, 2021a, Table 2-1)

## 2. Toxic Air Contaminants

Toxic air contaminants (TACs) are chemicals generally referred to as “non-criteria” air pollutants. They are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. There are hundreds of air toxics, and exposure to these pollutants can cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. Effects may be both chronic (i.e., of long duration) or acute (i.e., severe but of short duration) on human health. Acute health effects are attributable to sudden exposure to high concentrations of air toxics. These effects can include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects usually result from low-dose, long-term exposure to air toxics. The effect of major concern for this type of exposure is cancer, which typically requires a latency period of 10 to 30 years after exposure to develop.

## 3. Diesel Emissions

Diesel engines utilize compression to ignite fuel, contrary to standard gasoline engines which use conventional spark plugs. Engines that use compression typically run at higher temperatures than gasoline engines, thereby causing the formation of substantially more NOx than in gasoline engines. In 1998, CARB designated DPM, which is present in diesel engine exhaust, as a TAC.

### B. Monitored Air Quality

The Project site is located within SCAQMD Source Receptor Area (SRA) 33. Within SRA 33, the SCAQMD Interstate 10 (I-10) Near Road monitoring station, located approximately 0.9 mile southeast of the Project site, is the nearest long-term air quality monitoring station for CO and NO<sub>2</sub>. The I-10 Near Road monitoring station does not include data for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. As such, the Central San Bernardino Valley 1 monitoring station, located in SRA 34, is the next nearest monitoring station for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, and is located approximately 2.5 miles northeast of the Project site. It should be noted that the Central San Bernardino Valley 1 monitoring stations was utilized in lieu of the I-10 Near Road monitoring station only in instances where data was not available. The most recent three years of data available is shown on Table 4.2-3, Project Air Quality Monitoring Summary (2017-2019),

**Table 4.2-3 Project Air Quality Monitoring Summary (2017-2019)**

Pollutant	Standard	Year		
		2017	2018	2019
<b>O<sub>3</sub></b>				
Maximum Federal 1-Hour Concentration (ppm)		0.137	0.141	0.124
Maximum Federal 8-Hour Concentration (ppm)		0.118	0.111	0.109
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	49	38	41
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	49	69	67
<b>CO</b>				
Maximum Federal 1-Hour Concentration	> 35 ppm	4.2	1.6	1.5
Maximum Federal 8-Hour Concentration	> 20 ppm	1.3	1.3	1.1
<b>NO<sub>2</sub></b>				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.086	0.088	0.086
Annual Average		0.029	0.027	0.028
<b>PM10</b>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 150 µg/m <sup>3</sup>	75	64	88
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )		39.3	34.1	34.8
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m <sup>3</sup>	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m <sup>3</sup>	7	9	12
<b>PM2.5</b>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 35 µg/m <sup>3</sup>	39.2	29.2	46.5
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )	> 12 µg/m <sup>3</sup>	12.0	11.1	10.8
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m <sup>3</sup>	1	0	0

ppm = Parts Per Million

µg/m<sup>3</sup> = Microgram per Cubic Meter

Source: Data for O<sub>3</sub>, CO, NO<sub>2</sub>, PM10, and PM2.5 was obtained from SCAQMD Air Quality Data Tables. (Urban Crossroads, 2021a, Table 2-4)

and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for O<sub>3</sub>, CO, NO<sub>2</sub>, PM10, and PM2.5 for 2017 through 2019 was obtained from the SCAQMD Air Quality Data Tables. Additionally, data for SO<sub>2</sub> has been omitted as attainment is regularly met in the SCAB, and few monitoring stations measure SO<sub>2</sub> concentrations.

Regional air quality is defined in a regulatory sense by whether the area has or has not attained State and/or federal ambient air quality standards, as determined by monitoring data. Areas that are in nonattainment are required to prepare plans and implement measures that will bring the region into attainment. When an area has been reclassified from nonattainment to attainment for a federal standard, the status is identified as “maintenance,” and there must be a plan and measures established that will keep the region in attainment for the following ten years. Table 4.2-4, Attainment Status of Criteria Pollutants in the SoCAB, lists the current attainment designations for the SoCAB.

**Table 4.2-4 Attainment Status of Criteria Pollutants in the SoCAB**

Criteria Pollutant	State Designation	Federal Designation
O <sub>3</sub> – 1-hour standard	Nonattainment	--
O <sub>3</sub> – 8-hour standard	Nonattainment	Nonattainment
PM10	Nonattainment	Attainment
PM2.5	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO <sub>2</sub>	Attainment	Unclassifiable/Attainment
SO <sub>2</sub>	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb <sup>1</sup>	Attainment	Unclassifiable/Attainment

Note: See Appendix 2.1 to the Project’s AQIA (Appendix B1 of this Draft EIR) for a detailed map of State/National Area Designations within the SoCAB

“--” = The national 1-hour O<sub>3</sub> standard was revoked effective June 15, 2005.  
 (Urban Crossroads, 2021a, Table 2-3)

**C. Regional Air Quality Improvement**

The SCAQMD is the lead agency charged with regulating air quality emission reductions for the entire SoCAB. SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SoCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform California Environmental Quality Act (CEQA) review throughout the SoCAB. This approach has significantly reduced industrial emission sources, and vehicle emissions have been reduced by technologies implemented at the State level by CARB. SCAQMD created AQMPs, which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the SoCAB. The 2012 AQMP states, “the remarkable historical improvement in air quality since the 1970’s is the direct result of Southern California’s comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs.” Emissions of O<sub>3</sub>, NO<sub>x</sub>, VOC, and CO have been decreasing in the SCAB since 1975 and are projected to continue to decrease beyond 2021. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Refer to Section 2.9 of the Project’s AQIA (Appendix B1 of this Draft EIR) for a complete description of regional air quality improvement.

**D. Sensitive Receptors**

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places, where they gather, are defined as “sensitive receptors.” These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Receptors in the Project study area are shown in Figure 4.2-1, Sensitive Receptor Locations. The nearest land use to the Project site where an individual could remain for 24 hours is the West Valley Detention Center (location R2) at 9500 Etiwanda Avenue, 364 feet/111 meters from the Project site. This receptor is used for evaluation of localized impacts of PM10 and PM2.5.

<sup>1</sup> The Federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.





Source(s): Urban Crossroads (01-18-2021)

Figure 4.2-1



Not to Scale

Sensitive Receptor Locations

The Heritage Bag manufacturing facility is the nearest industrial/commercial receptor, which is located approximately 120 feet west of the Project site’s western boundary at 12320 4<sup>th</sup> Street. Consistent with the SCAQMD localized significance threshold (LST) Methodology, the nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO<sub>x</sub> and CO as the averaging periods for these pollutants are shorter (8 hours or less), and it is reasonable to assume that an individual could be present at these sites for periods of one to 8 hours. Other non-residential sensitive receptor locations include an existing church use, located 1,658 feet northwest of the Project site; the Hyatt Place Ontario, located 4,167 feet southwest of the Project site; and the Courtyard by Marriott Ontario, located approximately 5,321 feet west of the Project site.

**E. Existing Emissions**

The Project site is currently occupied by a 1,431,000 square feet (sf) warehouse building and 23,240 sf retail building. For analysis purposes, the emissions associated with architectural coatings, consumer products, and landscape maintenance equipment were calculated based on assumptions provided in CalEEMod<sup>2</sup>. Existing energy-related emission estimates were based on actual utility usage presented on utility bills for the Project site provided by the Project Applicant. Lastly, mobile source emissions were based on the Institute of Transportation Engineers (ITE) trip generation information provided in the *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo* for operation of the warehouse building as a high-cube transload short-term storage warehouse use (without cold storage) and operation of the retail building as a free-standing discount store use (Urban Crossroads, 2021d). The estimated operation-source emissions from the existing development are summarized in Table 4.2-5, Emissions from Existing Development. Detailed operation model outputs are presented in Appendices 3.5 and 3.6 to the Project’s AQIA (Appendix B1 of this Draft EIR).

**Table 4.2-5 Emissions from Existing Development**

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5
Summer						
Area Source	32.50	1.36E-03	0.15	1.00E-05	5.30E-04	5.30E-04
Energy Source	2.93	26.66	22.39	0.16	2.03	2.03
Mobile Source (Passenger Cars)	9.04	15.79	108.03	0.31	31.12	8.43
Mobile Source (Trucks)	3.50	110.82	29.67	0.47	17.88	5.77
<b>Total Maximum Daily Emissions</b>	<b>47.97</b>	<b>153.26</b>	<b>160.24</b>	<b>0.95</b>	<b>51.03</b>	<b>16.22</b>
Winter						
Area Source	32.50	1.36E-03	0.15	1.00E-05	5.30E-04	5.30E-04
Energy Source	2.93	26.66	22.39	0.16	2.03	2.03
Mobile Source (Passenger Cars)	8.51	16.41	93.03	0.29	31.12	8.42
Mobile Source (Trucks)	3.22	113.32	20.88	0.47	17.81	5.75
<b>Total Maximum Daily Emissions</b>	<b>47.16</b>	<b>156.39</b>	<b>136.44</b>	<b>0.92</b>	<b>50.95</b>	<b>16.20</b>

CalEEMod operational-source emissions for the existing development are presented in Appendices 3.5 and 3.6 to the Project’s AQIA (included in Appendix B1 of this Draft EIR).  
 (Urban Crossroads, 2021a, Table 3-11)

<sup>2</sup> On October 17, 2017, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2016.3.2.

### 4.2.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on air quality if it would:

- 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 nonattainment under an applicable federal or state 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.

Appendix G of the CEQA Guidelines also indicates that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the significance determinations. The SCAQMD has developed regional significance thresholds for other regulated pollutants, as summarized at Table 4.2-6, Maximum Daily Regional Emissions Thresholds. The SCAQMD’s *CEQA Air Quality Significance Thresholds* (April 2019) indicate that any projects in the SoCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

**Table 4.2-6 Maximum Daily Regional Emissions Thresholds<sup>1</sup>**

Pollutant	Regional Construction Threshold	Regional Operational Thresholds
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

lbs/day = Pounds Per Day

1. South Coast Air Quality Management District *CEQA Air Quality Significance Thresholds* (April 2019) (Urban Crossroads, 2021a, Table 3-1)

The thresholds used for the construction-source localized significant thresholds LST analysis are presented in Table 4.2-7, Maximum Daily Localized Construction Emissions Thresholds. Although the total acreage disturbed is more than 5 acres per day for construction activities, the LST Methodology only provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the project would occur within a concentrated 5-acre area.

**Table 4.2-7 Maximum Daily Localized Construction Emissions Thresholds**

Pollutant	Construction Localized Thresholds
NOx	286 lbs/day
CO	2,570 lbs/day
PM10	87 lbs/day
PM2.5	24 lbs/day

Localized Thresholds presented in this table are based on the SCAQMD Final LST Methodology, July 2008 (Urban Crossroads, 2021a, Table 3-13)

LSTs for a 5-acre site during operations also were used as a screening tool to determine if further detailed analysis is required. As such, the threshold values presented in Table 4.2-8, Maximum Daily Localized Operational Emissions Thresholds, are from the look-up tables at 5 acres and a 111-meter distance for localized PM10 and PM2.5 evaluation and a 37-meter receptor distance for localized NOx and CO evaluation.

**Table 4.2-8 Maximum Daily Localized Operational Emissions Thresholds**

Pollutant	Operational Localized Thresholds
NOx	286 lbs/day
CO	2,570 lbs/day
PM10	22 lbs/day
PM2.5	6 lbs/day

Localized Thresholds presented in this table are based on the SCAQMD Final LST Methodology, July 2008 (Urban Crossroads, 2021a, Table 3-15)

Concerning “cumulatively considerable” increases in emissions, the SCAQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report the SCAQMD states (Page D-3):

*“...the SCAQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*

*Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”*

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts also would not cause a cumulatively-considerable increase in emissions for those pollutants for which the SoCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

With respect to carcinogenic chemical risk, the SCAQMD CEQA Air Quality Handbook (1993) states that emissions of toxic air contaminants (TACs) are considered significant if an HRA shows an increased cancer risk of greater than 10 in one million. Based on guidance from the SCAQMD in the document, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, for purposes of this analysis, 10 in one million is used as the cancer risk threshold for evaluating the Project's potential TAC impacts associated with cancer risk.

The SCAQMD also has established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less of than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures of less than 1.0 are considered less-than-significant.

#### **4.2.4 ENVIRONMENTAL IMPACTS**

##### **A. Regulatory Requirements**

In addition to adhering to the state-mandated provisions of Title 24 Energy Efficiency Standards and the CalGreen Code, the Project is required to adhere to the following Regulatory Requirements (RRs). Additionally, the Project Applicant would be required to comply with provisions of the following requirements of the City's Development Code, which are presented in Section 4.13 of this Draft EIR, and require actions be taken to reduce the use of single-occupancy vehicles: Chapter 17.78, Transportation Demand Management (TDM); and, Section 17.64.100, Bicycle Parking Requirements.

**RR 2-1** During construction, the Contractor shall comply with South Coast Air Quality Management District (SCAQMD) Rules 402 and 403, to minimize short term emissions of dust and particulates. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. The Contractor shall provide the City of Rancho Cucamonga with a SCAQMD-approved Dust Control Plan or other sufficient proof of compliance with Rule 403, prior to grading permit issuance.

- RR 2-2** Architectural coatings shall be selected so that the volatile organic compound (VOC) content of the coatings is compliant with SCAQMD Rule 1113. This requirement shall be included as notes on the contractor specifications, which shall be reviewed by the City of Rancho Cucamonga Building and Safety Services Department prior to issuance of a building permit.
- RR 2-3** The Project Applicant and/or future tenants shall comply with SCAQMD Rule 201 and Regulation II (requiring a Permit to Construct prior to the installation of any equipment that may cause air contaminants) as well as Rule 203 (requiring a Permit to Operate prior to the use of any equipment that may cause air contaminants). These rules and regulation are required unless the Project's equipment or aspects are exempt under Rule 219, which identifies those equipment, processes, or operations that do not require permits. The Project Applicant shall provide the City of Rancho Cucamonga with the SCAQMD-approved Permit to Construct and Permit to Operate or other sufficient proof of compliance with Rules 201 and 203, prior to occupancy permit issuance.
- RR 2-4** Building occupants shall comply with Rule 2202, which provides employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and State CAA requirements. This Rule applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average, unless otherwise exempt. An employer subject to this Rule is required to annually register with the SCAQMD to implement an emission reduction program, in accordance with subdivisions (f) and (g), that will obtain emission reductions equivalent to a worksite specific emission reduction target (ERT) specified for the compliance year.
- RR 2-5** The Project shall be operated in compliance with established standards in Section 17.66.060, Odor, Particulate Matter, and Air Containment Standards, of the City of Rancho Cucamonga Development Code. These standards address compliance with the rules and regulations of the air pollution control district and the state Health and Safety Code related to odorous emissions, particulate matter, and air containment; noxious odor emissions; and restrictions on the emission of dust and particulate matter.

**B. Impact Analysis**

***Threshold 2.1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

In March 2017, the SCAQMD released the Final 2016 AQMP (2016 AQMP). The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS and explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS)*, a planning document that supports the integration of land use and transportation to help the



region meet the federal CAA requirements. The Project's consistency with the AQMP is determined based on the 2016 AQMP, as discussed below.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Sections 12.2 and Section 12.3 of the 1993 CEQA Handbook. These indicators are discussed below.

***Consistency Criterion No. 1: The proposed 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.***

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As discussed under the analysis of Threshold 2.2, the Project's construction activities would not exceed any of the SCAQMD LSTs, although without mitigation, construction activities would exceed the SCAQMD Regional Threshold for NO<sub>x</sub>. As such, prior to mitigation, the Project has the potential to conflict with the 2016 AQMP, and this is evaluated as a potentially significant impact. However, with the implementation of mitigation measure (MM) 2-1, which requires the use of Tier 3 and Tier 4 construction equipment, Project construction emissions would be below all of the SCAQMD Regional Thresholds, including the regional threshold for NO<sub>x</sub>. See Table 4.2-12. Accordingly, with the required mitigation implementation, the Project's construction activities would not conflict with the 2016 AQMP, resulting in a less than significant impact.

As also indicated under the analysis of Threshold 2.2, and when taking into consideration existing emissions from the Project site, the Project's net operational emissions would not exceed the applicable regional thresholds or LST thresholds for operational activity. Therefore, the Project operational activities would not conflict with the 2016 AQMP according to this criterion, resulting in a less than significant impact.

***Consistency Criterion No. 2: The Project would not exceed the assumptions in the AQMP based on the years of Project build-out phase.***

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAQMD are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Therefore, development consistent with the growth projections in the Rancho Cucamonga General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments but are a function of development scope and maximum disturbance. Irrespective of the site's land use designation, the development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, Project construction activities would not exceed the assumptions in the AQMP based on the years of the Project build-out phase, and a less than significant impact would result.

The City of Rancho Cucamonga is currently in the process of updating its General Plan. Based on the current General Plan, the Project site is designated for General Industrial and Heavy Industrial uses. The General Industrial designation permits a wide range of industrial activities that include manufacturing, assembling, fabrication, wholesale supply, heavy commercial, green technology, and office uses. Where adjacent to residential uses, properties designated General Industrial should be designed for office uses, or site planning should incorporate buffering techniques to minimize noise and traffic impacts associated with industrial activity. The Heavy Industrial designation permits heavy manufacturing, compounding, processing or fabrication, warehousing, storage, freight handling, truck services and terminals, and supportive service commercial uses. Heavy Industrial areas are located to take advantage of rail lines and arterial roadway access and minimize impacts on surrounding land uses.

As discussed in Section 3.4.3.B of the Project Description, the Project is proposed to consist of two high-cube warehouse buildings with a total building area of 2,175,000 sf. Even though the Project involves a General Plan amendment and zone change to change, the land use designation of the northern portion of the site from Heavy Industrial to General Industrial for consistency across the site, the Project's proposed high-cube warehouse uses are consistent with the types of uses anticipated by the General Industrial and Heavy Industrial land use designation and zoning and the growth assumptions anticipated in Rancho Cucamonga General Plan. Further, as discussed in Section 4.13 of this Draft EIR, the Project would have a less than significant impact related to vehicle miles traveled (VMT) because it meets the Low VMT screening criteria for the "Production-Attraction" VMT per service population measure of VMT. Additionally, the Project's VMT impact would be considered less than significant based on the comparison of baseline project generated VMT per service population to the City's baseline condition.

Based on the preceding discussion, the Project would not conflict with the 2016 AQMP according to this criterion, resulting in a less than significant impact.

**Impact 2.1** The Project's net operational emissions would not exceed the applicable SCAQMD regional thresholds or LST thresholds, and the Project's construction and operational characteristics would not exceed the assumptions in the AQMP based on the years of Project build-out phase. However, prior to mitigation the Project's construction-related emissions would exceed the SCAQMD regional thresholds for NO<sub>x</sub>. Thus, Project-related construction activities have the potential to 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 2016 AQMP, resulting in a potentially significant impact. With the implementation of MM 2-1, the Project would not conflict with the 2016 AQMP, and this impact would be less than significant.

***Threshold 2.2 Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?***

The SCAQMD in conjunction with the CAPCOA and other California air districts released CalEEMod Version 2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) and GHG emissions from direct and indirect sources, and to quantify applicable air quality and GHG reductions achieved from mitigation measures and regulations. Accordingly, the latest version of CalEEMod has been used for the Project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Appendices 3.1 through 3.8 of the Project's AQIA, included in Appendix B1 of this Draft EIR.

On August 19, 2019, the EPA approved the 2017 version of the EMFAC model web database for use in SIP and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California, and is commonly used by CARB to project changes in future emissions from on-road mobile sources. The Project's AQIA utilizes summer, winter, and annual EMFAC2017 emission factors to derive vehicle emissions associated with Project operational activities, which vary by season. Because the EMFAC2017 emission rates are associated with vehicle fuel types while CalEEMod vehicle emission factors are aggregated to include all fuel types for each individual vehicle class, the EMFAC2017 emission rates for different fuel types of a vehicle class are averaged by activity or by population and activity to derive CalEEMod emission factors. The equations applied to obtain CalEEMod vehicle emission factors for each emission type are detailed in CalEEMod User's Guide *Appendix A: Calculation Details for CalEEMod*. EMFAC2017 emission rates utilized in the analysis can be found in Appendix 3.7 of the Project's AQIA.

**1. Construction Emissions – Regional Significance**

Construction activities associated with the Project would result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Air quality emissions are expected from the Project's anticipated construction activities described in Section 3.0, Project Description, of this Draft EIR, and Section 3.4 of the Project's AQIA, summarized in Table 4.2-9, Project Construction Activities. The construction activities would overlap but would be staggered during the construction period. To provide a conservative estimate of impacts, as shown in Table 4.2-10, Overlapping Construction Activities, certain phase activities are anticipated to overlap. Modeling overlapping construction activity provides a worst-case scenario of the maximum peak daily construction emissions levels for criteria pollutants.

The proposed construction activities also would include the at-grade crossing of the railroad spur to complete 6<sup>th</sup> Street between Santa Anita Avenue and Etiwanda Avenue; the anticipated scope of the construction area for this at-grade crossing is described in Section 3.0 of this Draft EIR, and shown on Figure 3-13, 6<sup>th</sup> Street At-Grade Crossing. Due to the limited construction area and limited scope of construction activities for this roadway improvement, use of heavy construction equipment would not be required. Construction of the at-grade crossing would involve the removal and replacement of

**Table 4.2-9 Project Construction Activities**

Area	Phase Name	Phase Type
Overall Site	Site Work	Demolition/Crushing
		Grading
Building 1	Site Work	Utilities/Infrastructure Construction
		Paving
	Vertical Construction	Building Construction
		Architectural Coating
Building 2	Site Work	Utilities/Infrastructure Construction
		Paving
	Vertical Construction	Building Construction
		Architectural Coating

(Urban Crossroads, 2021a, Table 3-2)

**Table 4.2-10 Overlapping Construction Activities**

Overlap	Area	Activity
1	Overall Site Construction	Demolition/Crushing and Grading
2	Building 1	Utilities/Infrastructure Construction
	Building 2	
3	Building 1	Paving
	Building 2	
4	Building 1	Building Construction/Architectural Coating
	Building 2	

CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 to the Project’s AQIA (included in Appendix B1 of this Draft EIR).

(Urban Crossroads, 2021a, Table 3-6)

existing rail at the crossing and construction of the 6<sup>th</sup> Street roadway connection. This construction activity is expected to use a limited number of construction equipment including one backhoe, one dump truck and one roller. It is estimated that the at-grade crossing construction work would last approximately 3 weeks. Further, if the at-grade crossing is constructed concurrently with the Project no additional equipment beyond that anticipated for the Project would be required and the estimated air pollutant emissions presented below would not be exceeded. If the 6<sup>th</sup> Street at-grade crossing is constructed after completion of the Project’s construction activities, AQ emissions associated with construction of the at-grade crossing are anticipated to be nominal and would not exceed the emissions identified for Project-related construction activities. Therefore, the construction analysis included for the Project includes the envelope of potential impacts associated with construction of the 6<sup>th</sup> Street at-grade crossing.

CalEEMod calculates maximum daily emissions for summer and winter periods. Table 4.2-11, Overall Construction Emissions Summary (Without Mitigation) summarizes the estimated maximum daily

**Table 4.2-11 Overall Construction Emissions Summary (Without Mitigation)**

Overlap	Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Summer						
Overlap 1	20.86	258.23	129.44	0.37	56.24	18.20
Overlap 2	2.94	39.29	29.66	0.09	2.85	1.71
Overlap 3	4.77	15.10	15.91	0.04	1.03	0.66
Overlap 4	74.47	112.10	160.92	0.47	30.23	10.22
Winter						
Overlap 1	20.87	258.19	129.13	0.37	56.24	18.20
Overlap 2	2.97	39.12	29.97	0.08	2.85	1.71
Overlap 3	4.77	15.06	15.93	0.04	1.03	0.66
Overlap 4	74.58	111.95	147.19	0.44	30.24	10.22
<b>Maximum Daily Emissions</b>	<b>74.58</b>	<b>258.23</b>	<b>160.92</b>	<b>0.47</b>	<b>56.24</b>	<b>18.20</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 to the Project's AQIA (included in Appendix B1 of this Draft EIR).

(Urban Crossroads, 2021a, Table 3-7)

construction emissions without mitigation for both summer and winter periods. The details of construction phases, demolition activities, selection of construction equipment, areas to be paved, and other input parameters, including CalEEMod data, are included in the AQIA in Appendix B1 of this Draft EIR. Further, the Project is required to comply with SCAQMD rules during construction. Compliance with Rule 403 (RR 2-1), which addresses fugitive dust, and Rule 1113 (RR 2-2), which addresses architectural coatings are anticipated in CalEEMod. Appendix 3.1 to the Project's AQIA presents the detailed construction model outputs.

As indicated in Table 4.2-11, under the assumed construction scenarios, emissions resulting from the Project construction would exceed the SCAQMD regional threshold for NOx emissions. As previously shown in Table 4.2-4, the Project area has been designated as nonattainment for O<sub>3</sub>, PM10, and PM2.5, for the CAAQS and designated as nonattainment for O<sub>3</sub> and PM2.5 for the NAAQS. NOx emissions are a precursor to O<sub>3</sub>. The Project's construction-related emissions of NOx would result in a cumulatively-considerable net increase of a criteria pollutant for which the Project region is nonattainment (i.e., O<sub>3</sub>), which is considered a significant impact.

Table 4.2-12, Overall Construction Emissions Summary (With Mitigation), shows the Project's construction emissions with the implementation of Mitigation Measure (MM) 2-1, which requires the use of Tier 3 and Tier 4 construction equipment for certain construction activities. As shown, with the implementation of MM 2-1, Project construction emissions would be below the SCAQMD regional thresholds, including the regional threshold for NOx. Therefore, the Project would not result in a cumulatively-considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard, including NOx emissions, an ozone precursor.

**Table 4.2-12 Overall Construction Emissions Summary (With Mitigation)**

Overlap	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5
Summer						
Overlap 1	5.00	94.78	183.19	0.37	49.34	11.81
Overlap 2	1.12	21.89	31.32	0.09	1.77	0.74
Overlap 3	4.23	15.27	18.63	0.04	1.07	0.74
Overlap 4	70.02	83.41	169.73	0.47	29.76	9.92
Winter						
Overlap 1	5.02	94.73	182.89	0.37	49.34	11.81
Overlap 2	1.14	21.72	31.63	0.08	1.77	0.75
Overlap 3	4.23	15.23	18.64	0.04	1.07	0.74
Overlap 4	70.14	83.27	156.00	0.44	29.76	9.92
<b>Maximum Daily Emissions</b>	<b>70.14</b>	<b>94.78</b>	<b>183.19</b>	<b>0.47</b>	<b>49.34</b>	<b>11.81</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

CalEEMod construction-source (mitigated) emissions are presented in Appendix 3.2 of the Project's AQIA (Appendix B1 of this Draft EIR). (Urban Crossroads, 2021a, Table 3-8)

## 2. Operational Emissions – Regional Significance

Operational emissions are calculated based on land use types, the number of units or building sizes associated with a project, vehicle trip characteristics, etc. The results are expressed in pounds per day and are compared with the SCAQMD regional thresholds to determine impact significance. The Project's operational emissions were calculated using CalEEMod, described previously.

The primary sources of long-term operational emissions resulting from the Project include: area sources, energy sources (electricity), mobile sources (i.e., vehicles), on-site cargo handling equipment (e.g., forklifts), and transportation refrigeration units (TRUs), which are described in Section 3.5 of the AQIA included in Appendix B1 of this Draft EIR. The Project's primary source of operational emissions would be from mobile sources, specifically the trucks that would travel to and from the Project site and operate within the Project site. For mobile source emissions, traffic data was obtained from the *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo* (Urban Crossroads, 2021d), which is summarized in Section 4.13 of this Draft EIR. As discussed in Section 3.4.3.B of the Project Description, based on the currently proposed building design/site plan, it is anticipated that 90% of the proposed building area (Building 1 and Building 2) would be operated as high-cube non-sort fulfillment center warehouse uses (1,957,500 sf), and the remaining 10% of the building area (Building 1 and Building 2) would be occupied by high-cube cold storage warehouse uses (217,500 sf).

The estimated operational emissions are conservative in that they do not take credit for adherence to SCAQMD rules that would be implemented during operation (refer to RR 2-3, RR 2-4, and RR 2-5, above presented in Section 4.2.4A), or compliance with the City's Development Code provisions for implementation of TDM strategies and bicycle facilities that serve to reduce use of single occupancy vehicles. Appendix B1 of this Draft EIR presents the results of the modeling calculations. However, because the proposed Project would replace existing uses, an emissions credit has been applied for emissions associated with the existing uses. The existing land-use is estimated to generate 3,032 two-



way vehicular trips per day; thus, for purposes of analysis the net change in emissions between the existing uses and the proposed use has been evaluated and is based on the net increase of 976 two-way vehicle trips per day. Emissions associated with architectural coatings, consumer products, and landscape maintenance equipment were calculated based on assumptions provided in CalEEMod. Estimated emissions from the existing development on-site were previously presented in Table 4.2-5, Emissions from Existing Development.

The estimated net operational-source emissions are summarized in Table 4.2-13, Summary of Peak Operational Emissions. Detailed operation model outputs for the Project are presented in Appendices 3.3 through 3.4 of the Project's AQIA (Appendix B1 of this Draft EIR). As shown in Table 4.2-13, the Project's net daily regional emissions from on-going operations would not exceed any SCAQMD Regional Thresholds. Therefore, during operation, the Project would not result in a cumulative-considerable net increase of a criteria pollutant for which the Project region is in nonattainment under an applicable federal or State ambient air quality standard, resulting in a less than significant impact. No mitigation is required.

A high-cube sort fulfillment center warehouse use is not proposed as part of the Project, and the site plan as currently proposed does not support this on-site use. Nevertheless, for the purpose of providing a conservative analysis, the potential operational impacts associated with an increase in net trip generation that could occur if the proposed buildings operated as 90% high-cube sort fulfillment center warehouse and 10% high-cube cold storage warehouse uses have been evaluated. The *Bridge Point Rancho Cucamonga High-Cube Sort Fulfillment Center Supplemental Air Quality, Greenhouse Gas, Health Risk, and Energy Assessment* (Sort Use Supplemental Assessment) prepared by Urban Crossroads (April 15, 2021) (Urban Crossroads, 2021e) is provided in Appendix B4 of this Draft EIR. The increased trip generation and associated increase in emissions is based on an estimate of trips presented in Section 4.13 of this Draft EIR. As presented in Table 1 of the Sort Use Supplemental Assessment, the net daily regional emissions from operation of the proposed buildings as high-cube sort fulfillment center warehouse and high-cube cold storage warehouse uses would not exceed any SCAQMD Regional Thresholds and would result in a less than significant impact.

### **3. Health Consequences from Criterial Pollutants**

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (“*Friant Ranch*”), the California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified significant air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. Although the Project would not result in any significant and unavoidable air quality impacts, the following health consequences from criteria pollutants is provided for informational purposes. As noted in the Brief of Amicus Curiae by the SCAQMD in the *Friant Ranch* case (Brief), which is included in Appendix 3.11 of the Project's AQIA (Appendix B1 of this Draft EIR), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

**Table 4.2-13 Summary of Peak Operational Emissions**

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Summer						
Area Source	49.28	3.69E-03	0.40	3.00E-05	1.44E-03	1.44E-03
Mobile Source (Passenger Cars)	9.44	8.59	142.42	0.41	43.99	11.80
Mobile Source (Trucks)	3.97	122.18	34.13	0.52	20.09	6.45
On-Site Equipment Source	0.23	2.11	2.31	3.06E-03	0.14	0.13
TRUs	0.26	0.26	0.26	0.26	0.26	0.26
<b>Total Maximum Daily Emissions</b>	<b>63.18</b>	<b>133.14</b>	<b>179.52</b>	<b>1.19</b>	<b>64.48</b>	<b>18.64</b>
<i>Existing Emissions</i>	<i>47.97</i>	<i>153.26</i>	<i>160.24</i>	<i>0.95</i>	<i>51.03</i>	<i>16.22</i>
<b>Net Emissions (Project – Existing) <sup>a</sup></b>	<b>15.21</b>	<b>-20.12</b>	<b>19.28</b>	<b>0.25</b>	<b>13.46</b>	<b>2.42</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Winter						
Area Source	49.28	3.69E-03	0.40	3.00E-05	1.44E-03	1.44E-03
Mobile Source (Passenger Cars)	8.85	9.11	120.18	0.38	43.99	11.80
Mobile Source (Trucks)	3.67	125.00	24.55	0.52	20.02	6.42
On-Site Equipment Source	0.23	2.11	2.31	3.06E-03	0.14	0.13
TRUs	0.26	0.26	0.26	0.26	0.26	0.26
<b>Total Maximum Daily Emissions</b>	<b>62.29</b>	<b>136.48</b>	<b>147.71</b>	<b>1.16</b>	<b>64.41</b>	<b>18.61</b>
<i>Existing Emissions</i>	<i>47.16</i>	<i>156.39</i>	<i>136.44</i>	<i>0.92</i>	<i>50.95</i>	<i>16.20</i>
<b>Net Emissions (Project – Existing) <sup>a</sup></b>	<b>15.14</b>	<b>-19.91</b>	<b>11.26</b>	<b>0.24</b>	<b>13.46</b>	<b>2.42</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

CalEEMod operational-source emissions are presented in Appendices 3.3 and 3.4 of the Project’s AQIA (included in Appendix B1 of this Draft EIR).

<sup>a</sup> The Project results in a net decrease in NOx, CO, and SOx emissions since it does not generate any energy source emissions as it would not be served by natural gas.

(Urban Crossroads, 2021a, Table 3-12)

The SCAQMD noted that it may be “difficult to quantify health impacts for criteria pollutants.” SCAQMD used O<sub>3</sub> as an example of why it is impracticable to determine specific health outcomes from criteria pollutants for all but very large, regional-scale projects. First, forming O<sub>3</sub> “takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources.” Second, “it takes a large amount of additional precursor emissions (NOx and VOCs) to cause a modeled increase in ambient ozone levels over an entire region,”

with a 2012 study showing that “reducing NO<sub>x</sub> by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD’s monitor site with the highest levels by only 9 parts per billion.”

SCAQMD concluded that it “does not currently know of a way to accurately quantify ozone-related health impacts caused by NO<sub>x</sub> or VOC emissions from relatively small projects.” The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) Brief ties the difficulty of correlating the emission of criteria pollutants to health impacts to how ozone and particulate matter are formed, stating that “[b]ecause of the complexity of ozone formation, a specific tonnage amount of NO<sub>x</sub> or VOCs emitted in a particular area does not equate to a particular concentration of ozone in that area.” Similarly, the tonnage of PM “emitted does not always equate to the local PM concentration because it can be transported long distances by wind,” and “[s]econdary PM, like ozone, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as sulfur dioxides (SO<sub>x</sub>) and NO<sub>x</sub>,” meaning that “the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area.” The disconnect between the amount of precursor pollutants and the concentration of ozone or PM formed makes it difficult to determine potential health impacts, which are related to the concentration of ozone and PM experienced by the receptor rather than levels of NO<sub>x</sub>, SO<sub>x</sub>, and VOCs produced by a source.

Most local agencies, including the City of Rancho Cucamonga, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. The use of national or “generic” data to fill the missing local data gap would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causes of asthma), existing scientific tools cannot accurately estimate health impacts of the Project’s air emissions without undue speculation. Instead, readers are directed to the Project’s AQIA (included as Appendix B1 of this Draft EIR and summarized herein), which provides extensive information concerning the quantifiable and non-quantifiable health risks associated with criteria pollutant emissions related to the Project’s construction and long-term operation.

The LST analysis presented below under the analysis of Threshold 2.3 determined that the Project would not result in emissions exceeding SCAQMD’s LSTs during either construction or long-term operation. In addition, and unlike the Project at issue in the *Friant Ranch* case, Project would not result in any significant and unavoidable air quality impacts. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or State ambient air quality standards for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

As the Project’s emissions would comply with federal, State, and local air quality standards, the Project’s emissions are not sufficiently high enough to result in a significant health impact. Moreover, they are also not high enough to use a regional modeling program to correlate health effects on a basin-wide level, and would not provide a reliable indicator of health effects if modeled.

**Impact 2.2** Prior to mitigation and with adherence to applicable regulatory requirements (R-1 and R-2), Project's construction activities would result in a cumulatively-considerable net increase of NO<sub>x</sub>, which is an O<sub>3</sub> precursor, for which the Project region is nonattainment under an applicable federal or State ambient air quality standard, resulting in a potentially significant impact. This impact would be mitigated to a less than significant level with implementation of MM 2-1.

During operation, the Project would not result in a cumulatively-considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard, and impacts would therefore be less than significant.

***Threshold 2.3 Would the Project expose sensitive receptors to substantial pollutant concentrations?***

***1. Localized Impacts from Criteria Pollutants***

LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest residence or sensitive receptor. For evaluating Project-related LST impacts, the analysis in the Project's AQIA makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (LST Methodology). Refer to Section 3.6 of the Project's AQIA (included in Appendix B1 of this Draft EIR) for a discussion of the methodology used to calculate the Project's localized air quality impacts.

Receptor locations are off-site locations where sensitive individuals (defined previously) may be exposed to emissions from Project activities. Consistent with the SCAQMD LST Methodology, the nearest land use where an individual could remain for 24 hours to the Project site (in this case the West Valley Detention Center) has been used to determine construction and operational air quality impacts for emissions of PM<sub>10</sub> and PM<sub>2.5</sub>, since PM<sub>10</sub> and PM<sub>2.5</sub> thresholds are based on a 24-hour averaging time. Sensitive receptors at a greater distance from the Project site would be exposed to fewer emissions from Project activities. Therefore, analyzing the closest sensitive receptor provides a conservative analysis of Project impacts.

As per the LST Methodology, commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain on-site for a full 24 hours but are typically on-site for 8 hours or less. However, LST Methodology explicitly states that "LSTs based on shorter averaging periods, such as the NO<sub>2</sub> and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours." Therefore, any adjacent land use where an individual could remain for 1 or 8-hours, that is located at a closer distance to the Project site than the nearest receptor used for the PM<sub>10</sub> and PM<sub>2.5</sub> analysis, must be considered to determine construction and operational LST air impacts for emissions of NO<sub>2</sub> and CO since these pollutants have an averaging time of one to eight hours.

Localized Significance – Construction

LST thresholds of significance for construction-related activities were previously presented in Table 4.2-7, and sensitive receptors are discussed under Section 4.2.2.D. As described in the Project’s AQIA (included in Appendix B1 of this Draft EIR), as a conservative measure, it is assumed that a maximum of 10 acres per day can be actively disturbed during construction of the Project. Although the total acreage disturbed is more than 5 acres per day for construction activities, the LST Methodology only provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site construction activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project site boundary.

Table 4.2-14, Localized Significance Summary of Construction (Without Mitigation), identifies the localized impacts at the nearest receptor location in the project's vicinity. As previously stated, the nearest receptor utilized to evaluate localized construction emissions of PM10 and PM2.5 is the West Valley Detention Center, approximately 111 meters from the Project site. For the evaluation of localized NOx and CO impacts, the nearest receptor is represented by the Heritage Bag manufacturing facility, located approximately 37 meters from the Project site. For analytical purposes, overlapping emissions associated with peak demolition/crushing and grading activities are considered for purposes of LSTs since this scenario represents the maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed herein.

**Table 4.2-14 Localized Significance Summary of Construction (Without Mitigation)**

On-Site Emissions	Emissions (lbs/day)			
	NOx	CO	PM10	PM2.5
Demolition/Crushing and Grading				
<b>Maximum Daily Emissions</b>	<b>248.31</b>	<b>124.50</b>	<b>54.66</b>	<b>17.75</b>
SCAQMD Localized Threshold	286	2,570	87	24
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

CalEEMod localized construction-source emissions are presented in Appendix 3.1 of the Project’s AQIA (included in Appendix B1 of this Draft EIR).

(Urban Crossroads, 2021a, Table 3-14)

As shown in Table 4.2-14, without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. Outputs from the model runs for unmitigated construction LSTs are provided in Appendix 3.1 to the Project’s AQIA (included in Appendix B1 of this Draft EIR). As such, based on the SCAQMD LSTs, localized emissions associated

with Project construction activities would not expose sensitive receptors to substantial pollutant concentrations, and impacts would therefore be less than significant. No mitigation is required.

Localized Significance – Long-Term Operations

LST thresholds of significance for operational-related activities were previously presented in Table 4.2-8. As noted previously, the LST methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the Project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the Project-site boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required.

The LST analysis generally includes on-site sources (i.e., area, energy, mobile, and on-site cargo handling equipment, as discussed in Section 3.5 of the Project’s AQIA, included in Appendix B1 of this Draft EIR). However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. To establish a maximum potential impact scenario for analytic purposes, the emissions shown in Table 4.2-15, Localized Significance Summary of Operations (Without Mitigation), represent all on-site Project-related stationary (area) sources and Project-related mobile sources. The longest on-site distance is 1.50 -mile for both trucks and passenger cars. As shown in Table 4.2-15, net operational emissions would not exceed the LST thresholds for the nearest sensitive receptor. As such, based on the SCAQMD LSTs, localized emissions associated with Project operational activities would not expose sensitive receptors to substantial pollutant concentrations, and impacts would therefore be less than significant.

**Table 4.2-15 Localized Significance Summary of Operations (Without Mitigation)**

Operational Activity	Emissions (lbs/day)			
	NOx	CO	PM10	PM2.5
<b>Proposed Project Maximum Daily Emissions</b>	<b>15.62</b>	<b>36.05</b>	<b>5.14</b>	<b>1.71</b>
Existing Emissions	42.13	54.59	6.27	3.22
<b>Net Emissions (Project – Existing)</b>	<b>-17.98</b>	<b>-7.36</b>	<b>-1.17</b>	<b>1.58</b>
SCAQMD Localized Threshold	286	2,570	22	6
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

CalEEMod localized operational-source emissions are presented in Appendices 3.2 and 3.3. (Urban Crossroads, 2021a, Table 3-16)

As previously identified, a high-cube sort fulfillment center warehouse use is not proposed as part of the Project, and the site plan as currently proposed does not support this on-site use. Nevertheless, for



the purpose of providing a conservative analysis, the potential localized emissions from operations associated with an increase in net trip generation that could occur if the proposed buildings operated as 90% high-cube sort fulfillment center warehouse and 10% high-cube cold storage warehouse uses have been evaluated. As presented in Table 2 of the Sort Use Supplemental Assessment, the maximum localized emissions from operation of the proposed buildings as high-cube sort fulfillment center warehouse and high-cube cold storage warehouse uses would not exceed any SCAQMD thresholds resulting in a less than significant impact.

## 2. *Project Mobile Source Health Risk Assessment*

In order to evaluate the potential significance of the Project's mobile-source DPM emissions with operation of the proposed buildings as 90% high-cube non-sort fulfillment center warehouse and 10% high-cube cold storage warehouse, the *Bridge Point Rancho Cucamonga Mobile Source Health Risk Assessment* (HRA) has been prepared by Urban Crossroads (April 15, 2021) and is included as Appendix B2 of this Draft EIR. The Project's operational HRA is based on SCAQMD guidelines to produce conservative estimates of human health risk posed by exposure to DPM. Vehicle DPM emissions were calculated using emission factors for PM10 (which includes DPM) generated with the 2017 version of the CARB's EMFAC model, which is the latest model at this time approved for use by the EPA. Emission factors calculated using EMFAC 2017 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. The EMFAC model generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed. Refer to Section 2.2 of the Project's HRA for a detailed description of the methodologies used to estimate the Project's DPM emissions. The Mobile Source Health Risk Assessment is a separate analysis from the Health Consequences Assessment previously provided (as a result of *Friant Ranch*). The focus of the Mobile Source Health Risk Assessment is the potential health impacts associated with toxic air contaminants (TACs), specifically DPM whereas the health consequences assessment is an evaluation of potential health outcomes as a result of exposure to criteria pollutant emissions.

Tables 2-1 and 2-2 of the Project's HRA shows the calculated emission factors. As a conservative measure, a 2022 EMFAC 2017 run was conducted assuming a static 2022 emissions factor data set for the entire analysis duration herein (e.g., 30 years). The use of 2022 emission factors would overstate potential impacts since this approach assumes that emission factors remain "static" and do not change over time due to fleet turnover or cleaner technology with lower emissions that would be incorporated into vehicles after 2022. Additionally, based on EMFAC 2017, Light-Heavy-Duty Trucks are comprised of 45.12% diesel, Medium-Heavy-Duty Trucks are comprised of 91.03% diesel, and Heavy-Heavy-Duty Trucks are comprised of 92.75% diesel. Trucks fueled by diesel are accounted for by these percentages accordingly in the emissions factor generation.

Similar to off-site traffic, on-site vehicle running emissions were calculated by applying the running exhaust PM10 emission factor (g/VMT) from EMFAC and the total vehicle trip number over the length of the driving path using the same formula utilized for on-site emissions. In addition, on-site vehicle idling exhaust emissions were calculated by applying the idle exhaust PM10 emission factor (g/idle-

hr) from EMFAC and the total truck trip over the total assumed idle time (15 minutes). On-site truck idling was estimated to occur as trucks enter and travel through the Project site. Although the Project's diesel-fueled truck and equipment operators will be required by State law to comply with CARB's idling limit of 5 minutes, staff at SCAQMD recommends that the on-site idling emissions be calculated assuming 15 minutes of truck idling, which would take into account on-site idling which occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, the Project's HRA calculates truck idling at 15 minutes, consistent with SCAQMD's recommendation.

All trucks associated with this high-cube cold storage warehouse use were presumed to have TRUs to account for cold storage operations. In a manner consistent with on-site truck idling, the analysis assumes that each TRU accessing the site would idle for 30 minutes, even though the CARB's anti-idling rules mandate a 5-minute idling time. All TRUs are assumed to be 34 horsepower with a load factor of 0.53 (0.02 grams of PM10 per brake-horsepower-hour). The resultant TRU emissions were subsequently added to the running and idle emissions to produce a composite emission profile.

Each roadway and related source location were modeled as multiple adjacent volume sources. Due to the large number of sources modeled for the analysis, each source's corresponding coordinates are identified in the dispersion model input/output files presented in Appendix 2.1 to the Project's operational HRA. The DPM emission rate for each volume source was calculated by dividing the source emission rate (g/second) as shown on Table 4.2-16, DPM Emissions from Project Trucks (Warehouse), and Table 4.2-17, DPM Emissions from Project Trucks (Cold Storage), by the number of volume sources representing the lateral extent of each link and/or roadway segment. The modeled truck travel routes included in the HRA are based on the anticipated truck trip distributions (inbound/outbound), illustrated in Figure 4.13-6 and Figure 4.13-7, respectively, in Section 4.13 of this Draft EIR. The modeled truck routes are consistent with the trip distribution patterns identified in the *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo* to determine the potential impacts to receptors in the project's proximity and along the identified truck routes. As such, the modeling domain considered all identified roadway segments leading to and from I-15 and I-10 and inbound/outbound movements along 4<sup>th</sup> Street/San Bernardino Avenue and 6<sup>th</sup> Street. The modeled emissions sources for both on-road and on-site sources are illustrated in Figure 4.2-2, Modeled Emission Sources On-Road, and Figure 4.2-3, Modeled Emission Sources On-Site. It should be noted that the construction of this at-grade crossing at 6<sup>th</sup> Street does not affect the HRA since no Project trucks would occur along 6<sup>th</sup> Street west of the Project site with or without the at-grade crossing.

To assess the impact of Project-related emissions, air quality modeling utilizing the AMS/EPA Regulatory Model AERMOD was performed to assess the downwind extent of DPM emissions from both on-site and off-site mobile source activity. AERMOD is a steady-state Gaussian plume model applicable to emitted air pollutants that employ best state-of-practice parameterizations for characterizing meteorological influences and atmospheric dispersion. Refer to Section 2.3 of the Project's Operational HRA (included in Appendix B1 of this Draft EIR) for a discussion of modeling parameters used for the analysis of the Project's DPM-related health risks.

**Table 4.2-16 DPM Emissions from Project Trucks (Warehouse)**

	Trucks Per Day	VMT <sup>a</sup> (miles/day)	Truck Emission Rate <sup>b</sup> (grams/mile)	Truck Emission Rate <sup>b</sup> (grams/idle-hour)	Daily Truck Emissions <sup>c</sup> (grams/day)	Modeled Emission Rates <sup>d</sup> (g/second)
Onsite Idle A (Building 2 northern loading docks)	33			0.0928	0.76	8.785E-06
Onsite Idle B (Building 2 southern loading docks)	33			0.0928	0.76	8.785E-06
Onsite Idle C (Building 1 eastern loading docks)	61			0.0928	1.41	1.631E-05
Onsite Idle D (Building 1 western loading docks)	61			0.0928	1.41	1.631E-05
Onsite Travel (including Project truck traffic on Street A)	374	757.60	0.04248		32.18	3.725E-04
Foothill Blvd. East to Etiwanda Ave. from I-15 / 10% Inbound	19	9.06	0.01850		0.17	1.941E-06
Etiwanda Ave. South to 6th St. from Foothill Blvd. / 10% Inbound	19	25.80	0.01850		0.48	5.523E-06
6th St. West from Etiwanda Ave. / 10% Inbound	19	8.60	0.01850		0.16	1.841E-06
San Bernardino Ave. West to Etiwanda Avenue / 5% Inbound	9	4.74	0.01850		0.09	1.015E-06
4th St. West from Etiwanda Ave. 60% Inbound	112	53.54	0.01850		0.99	1.146E-05
Etiwanda Ave. North to 4th St. from I-10 / 55% Inbound	103	69.02	0.01850		1.28	1.478E-05
4th St. East from I-15 / 30% Inbound	56	27.61	0.01850		0.51	5.911E-06
Foothill Blvd. West from Etiwanda Ave. to I-15 / 10% Outbound	19	8.71	0.01850		0.16	1.866E-06
Etiwanda Ave. North from 6th St. to Foothill Blvd. / 10% Outbound	19	25.80	0.01850		0.48	5.523E-06
6th St. East to Etiwanda Ave. / 30% Outbound	56	25.80	0.01850		0.48	5.523E-06
Etiwanda Ave. South from 6th St. to I-10 / 20% Outbound	37	47.41	0.01850		0.88	1.015E-05
4th St. East to San Bernardino Ave. / 5% Outbound	9	9.20	0.01850		0.17	1.970E-06
4th St. West to I15 / 65% Outbound	122	59.82	0.01850		1.11	1.281E-05

a Vehicle miles traveled are for modeled truck route only.  
b Emission rates determined using EMFAC 2017. Idle emission rates are expressed in grams per idle hour rather than grams per mile.  
c This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes.

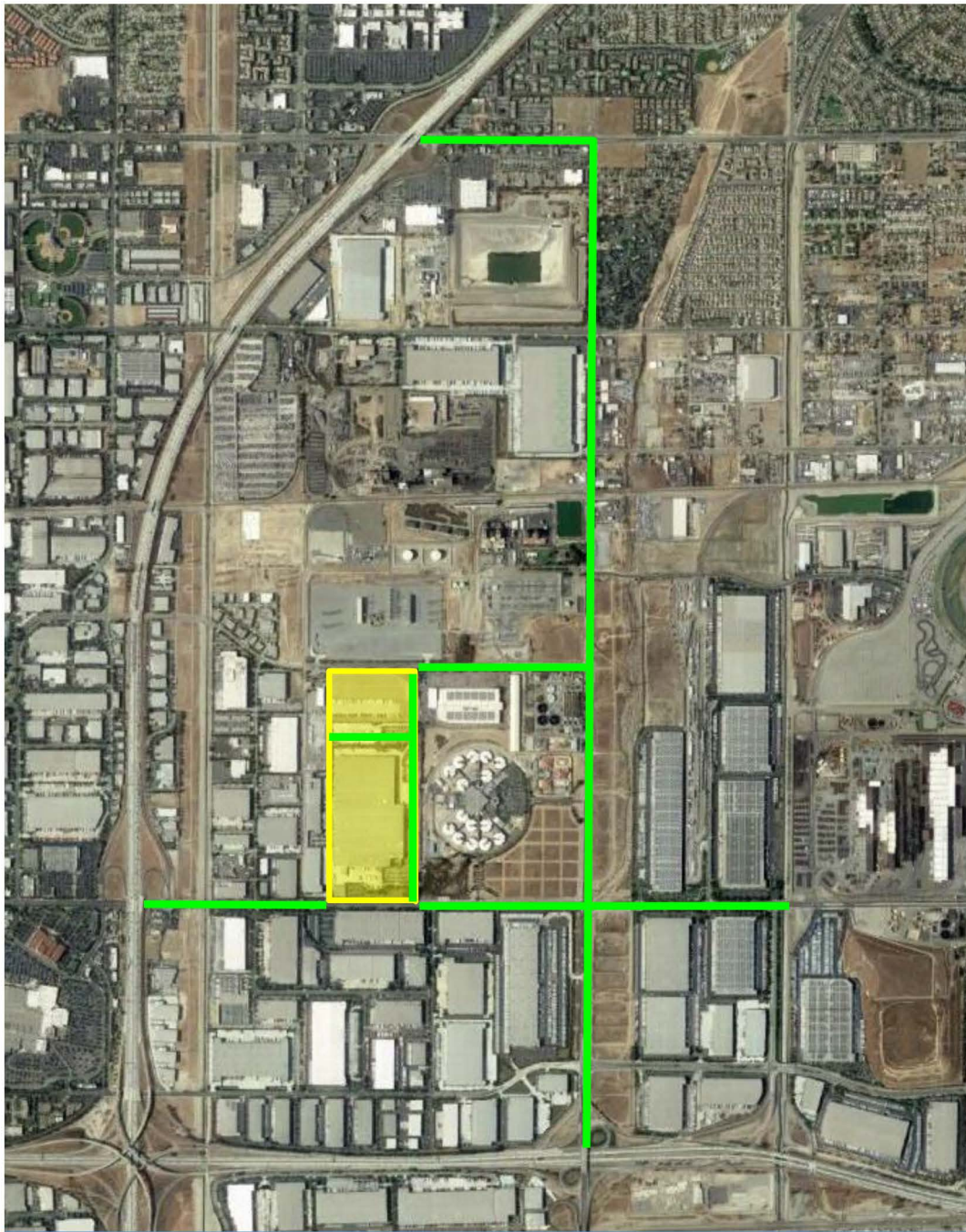
(Urban Crossroads, 2021b, Table 2-3)

**Table 4.2-17 DPM Emissions from Project Trucks (Cold Storage)**

	Trucks Per Day	VMT <sup>a</sup> (miles/day)	Truck Emission Rate <sup>b</sup> (grams/mile)	Truck Emission Rate <sup>b</sup> (grams/idle-hour)	Daily Truck Emissions <sup>c</sup> (grams/day)	Modeled Emission Rates <sup>d</sup> (g/second)
Onsite Idle A (Building 2 northern loading docks)	14			0.1444	2.57	2.977E-05
Onsite Idle B (Building 2 southern loading docks)	14			0.1444	2.57	2.977E-05
Onsite Idle C (Building 1 eastern loading docks)	26			0.1444	4.78	5.528E-05
Onsite Idle D (Building 1 western loading docks)	26			0.1444	4.78	5.528E-05
Onsite Travel (including Project truck traffic on Street A)	162	328.16	0.03961		16.86	1.951E-04
Foothill Blvd. East to Etiwanda Ave. from I-15 / 10% Inbound	8	3.93	0.01652		0.11	1.279E-06
Etiwanda Ave. South to 6th St. from Foothill Blvd. / 10% Inbound	8	11.17	0.01652		0.31	3.640E-06
6th St. West from Etiwanda Ave. / 10% Inbound	8	3.72	0.01652		0.10	1.213E-06
San Bernardino Ave. West to Etiwanda Avenue / 5% Inbound	4	2.05	0.01652		0.06	6.689E-07
4th St. West from Etiwanda Ave. 60% Inbound	49	23.19	0.01652		0.66	7.620E-06
Etiwanda Ave. North to 4th St. from I-10 / 55% Inbound	45	29.90	0.01652		0.85	9.830E-06
4th St. East from I-15 / 30% Inbound	24	11.96	0.01652		0.34	3.895E-06
Foothill Blvd. West from Etiwanda Ave. to I-15 / 10% Outbound	8	3.77	0.01652		0.11	1.230E-06
Etiwanda Ave. North from 6th St. to Foothill Blvd. / 10% Outbound	8	11.17	0.01652		0.31	3.640E-06
6th St. East to Etiwanda Ave. / 30% Outbound	24	11.17	0.01652		0.31	3.640E-06
Etiwanda Ave. South from 6th St. to I-10 / 20% Outbound	16	20.54	0.01652		0.58	6.689E-06
4th St. East to San Berardino Ave. / 5% Outbound	4	3.99	0.01652		0.11	1.298E-06
4th St. West to I-15 / 65% Outbound	53	25.91	0.01652		0.73	8.507E-06

a Vehicle miles traveled are for modeled truck route only.  
 b Emission rates determined using EMFAC 2017. Idle emission rates are expressed in grams per idle hour rather than grams per mile.  
 c This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes.  
 d This column includes TRU emissions expressed in grams per hour.

(Urban Crossroads, 2021b, Table 2-4)



**LEGEND:**

 *Off-Site Truck Travel*

Source(s): Urban Crossroads (01-18-2021)

Figure 4.2-2

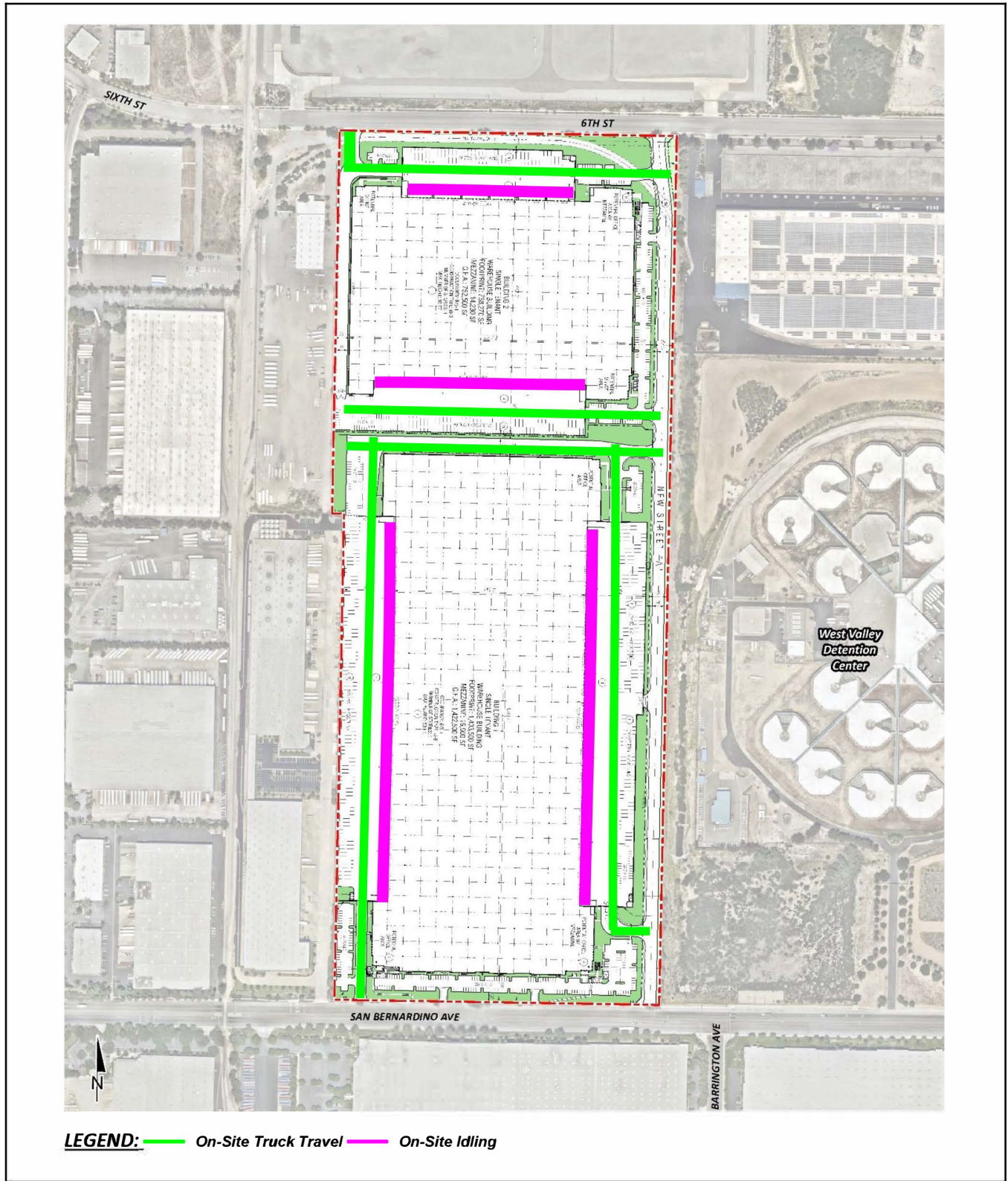


Not to Scale



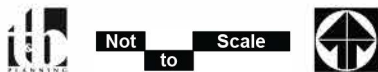
**Modeled Emission Sources On-Road**





Source(s): Urban Crossroads (01-18-2021)

Figure 4.2-3



Not to Scale

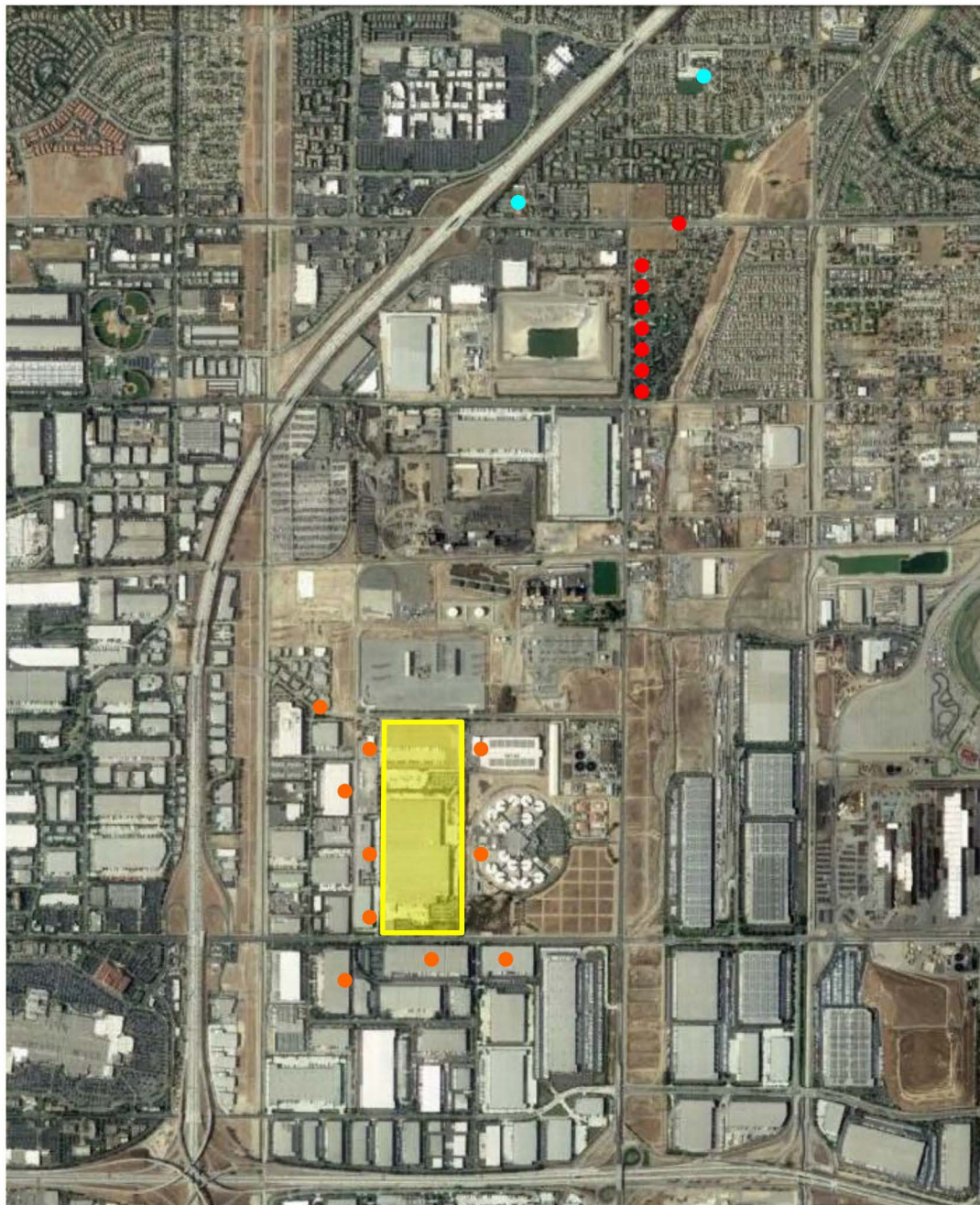
### Modeled Emission Sources On-Site



Tables 2-6 and 2-7 of the Project's Operational HRA (included in Appendix B1 of this Draft EIR) summarize the exposure parameters for residents and workers based on the 2015 OEHHA Guidelines, while Appendix 2.2 to the Project's HRA includes the detailed risk calculation. Based on the analysis presented in the Project's operational HRA, the following provides a summary of potential impacts to residents and workers within the Project's vicinity.

- **Individual Exposure Scenario.** The residential land use with the greatest potential exposure to Project DPM source emissions is located immediately east of Etiwanda Avenue between Arrow Route and Foothill Boulevard; Etiwanda Avenue is a designated truck route. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.58 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project are 0.00018 and do not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent residences. The nearest modeled receptors are illustrated in Figure 4.2-4, Modeled Receptors for the Mobile Source Health Risk Assessment. It should be noted that the West Valley Detention Center was considered but did not meet the criteria for a residential occupancy since the West Valley Detention Center is a facility where an individual could remain for a short-term period (not years), and since the HRA impacts for a residential occupancy are based on a 30-year exposure duration.
- **Worker Exposure Scenario.** The worker receptor land use with the greatest potential exposure to Project DPM source emissions is the West Valley Detention Center located approximately 364 feet east of the Project site<sup>3</sup>. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact at this location is 0.98 in one million, which is less than the SCAQMD's threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project are 0.0026 and do not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent workers. The nearest modeled receptors are illustrated on Figure 4.2-4.
- **School Child Exposure Scenario.** The school site land use with the greatest potential exposure to Project DPM source emissions is the Sacred Heart Parish School located approximately 1.5 miles (7,900 feet) north of the Project site, and adjacent to Foothill Boulevard, a designated truck route. At the maximally exposed individual school child (MEISC), the maximum incremental cancer risk impact attributable to the Project at this location is calculated to be an estimated 0.04 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project are 0.00005 and do not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to nearby school children. The nearest modeled receptors are illustrated in Figure 4.2-4.

<sup>3</sup> Although there may be other worker receptors located nearer in terms of physical distance to the Project site, this location is the maximally impacted based on local meteorological conditions.



**LEGEND:**

- ① Residential Receptor
- ① Worker Receptor
- ① School Receptor

Source(s): Urban Crossroads (01-18-2021)

Figure 4.2-4



Not to Scale

### Modeled Receptors for the Mobile Source Health Risk Assessment

Accordingly, and based on the preceding analysis, the Project's operational DPM emissions with operation of the proposed buildings as 90% high-cube non-sort fulfillment center warehouse and 10% high-cube cold storage warehouse uses would not expose sensitive receptors to a cancer risk impact greater than 10 in one million and would not result in non-cancer risks exceeding the applicable significance threshold of 1.0. As such, Project-related operational DPM emissions would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant. No mitigation is required.

As previously identified, a high-cube sort fulfillment center warehouse use is not proposed as part of the Project, and the site plan as currently proposed does not support this on-site use. Nevertheless, for the purpose of providing a conservative analysis, the potential significance of the Project's mobile-source DPM emissions from operations associated with an increase in net trip generation that could occur if the proposed buildings operated as 90% high-cube sort fulfillment center warehouse and 10% high-cube cold storage warehouse uses have been evaluated. As presented in the Sort Use Supplemental Assessment, the operation of high-cube sort fulfillment center warehouse and high-cube cold storage warehouse uses would result in 542 two-way truck trips, or 6 two-way truck trips more (or 1.1% more) than the Project. Since there is a linear relationship between risk estimates and associated truck trips, the operations with the sort use are expected to result in a maximum cancer risk estimate of 0.59 in one million for the nearest residence, 0.99 in one million for the nearest worker, and 0.04 in one million for the nearest school child exposure which do not exceed the applicable threshold of 10 in one million and impacts would be less than significant. No mitigation is required.

### 3. Construction Health Risk Assessment

In order to evaluate the potential significance of the Project's DPM emissions during construction, a *Construction Health Risk Assessment* (Construction HRA) has been prepared by Urban Crossroads (March 19, 2021) and is included as Appendix B3 of this Draft EIR. The analysis was conducted in accordance with the guidelines in the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. SCAQMD recommends using the U.S. EPA's AERMOD model. The Lakes AERMOD View (Version 9.9.0) was used to calculate annual average particulate concentrations associated with site operations, and incorporates the U.S. EPA's latest AERMOD Version 19191. Modeling assumptions are presented in the Construction HRA, and the modeled receptors are the same as those presented in Figure 4.2-4 for the mobile source HRA. The results of the Construction HRA are as follows:

- **Residential Exposure Scenario.** At the MEIR (east of Etiwanda Avenue between Arrow Route and Foothill Boulevard, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.08 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project construction is 0.0002 and does not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent residences from construction. It should be noted that the West Valley Detention Center was considered but did not meet the criteria for a residential occupancy since the West Valley Detention Center is a facility where an individual could remain for a short-term period (not

years), and since the HRA impacts for a residential occupancy are based on long-term exposure over several years.

- **Worker Exposure Scenario.** As previously identified, the worker receptor land use with the greatest potential exposure to Project DPM source emissions during construction is the West Valley Detention Center<sup>4</sup>. At the MEIW, the maximum incremental cancer risk impact at this location from construction is 0.41 in one million, which is less than the SCAQMD's threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project is 0.008 and does not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent workers from construction.
- **School Child Exposure Scenario.** A previously identified, the school site land use with the greatest potential exposure to Project DPM source emissions is at the Sacred Heart Parish School, which is adjacent to Foothill Boulevard, a designated truck route. At the MEISC, the maximum incremental cancer risk impact attributable to the Project at this location is calculated to be an estimated 0.02 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project is 0.00007 and does not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to nearby school children from construction.

Accordingly, the Project's construction-related DPM emissions would not expose sensitive receptors to a cancer risk impact greater than 10 in one million and would not result in non-cancer risks exceeding the applicable significance threshold of 1.0. As such, construction-related DPM emissions would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant. No mitigation is required.

#### 4. CO "Hot Spots"

An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, California's allowable CO emissions standard is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, the introduction of cleaner fuels, and the implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SoCAB is now designated as attainment.

To establish a more accurate record of baseline CO concentrations affecting the SoCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning

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<sup>4</sup> Although there may be other worker receptors located nearer in terms of physical distance to the Project site, this location is the maximally impacted based on local meteorological conditions.

and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards, as shown in Table 3-16 of the Project’s AQIA (included in Appendix B1 of this Draft EIR).

Based on the SCAQMD's 2003 AQMP and the 1992 *Federal Attainment Plan for Carbon Monoxide* (1992 CO Plan), peak CO concentrations in the SoCAB resulted from unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, of the 9.3 ppm 8-hour CO concentration measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO generating intersection within the “hot spot” analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 8.6 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, the ambient 8-hour CO concentration within the Project study area is estimated at 1.4 ppm-1.6 ppm (refer to Table 4.2-3, previously presented). Therefore, even if the traffic volumes for the Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph) – or 24,000 vph where vertical and/or horizontal air does not mix – in order to generate a significant CO impact. Traffic volumes generating the CO concentrations for the “hot spot” analysis are shown on Table 3-17 of the Project’s AQIA (included in Appendix B1 of this Draft EIR). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vph and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4 = 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).

As shown in Table 3-19 of the Project’s AQIA (included in Appendix B1 of this Draft EIR), the intersection of I-15 Southbound Ramps and 4<sup>th</sup> Street would have the highest AM/PM traffic volumes of 4,376 vph and 5,508 vph respectively. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP. Therefore, the Project would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO “hot spots” are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

## 5. *Disadvantaged Communities*

With respect to the Community Air Protection Program (CAPP) (AB 617), each year CARB’s governing board (Board) is required to consider selecting communities for participation in the CAPP. Communities are selected for developing community air monitoring systems, emissions reduction programs, or both in order to improve air quality in their community. Over the first two years of the

CAPP (2018 and 2019), the Board selected 13 communities where these focused actions are underway (CARB, 2019). The City of Rancho Cucamonga is not one of the selected communities, and to date has not been nominated to participate in the CAPP (CARB, 2020).

CalEnviroScreen is a general mapping tool developed by the OEHHA to help identify California communities most affected by pollution sources. CalEPA designates the Project site and its immediately surrounding areas being part of a disadvantaged community for the purpose of SB 535 (OEHHA, 2018). As previously discussed, SB 535 targets disadvantaged communities in California for investment of proceeds from the State's cap-and-trade program to improve public health, quality of life, and economic opportunity in California's most burdened communities, while also reducing pollution. The Project entails the development of two high-cube warehouse buildings, which would bring jobs and other economic opportunities to the local area without State assistance. The environmental effects of the Project are fully evaluated in this Draft EIR. Regional emissions associated with operation would be less than significant, and with the incorporation of mitigation, regional emissions associated with construction would also be less than significant. This Draft EIR provides a disclosure of localized impacts that may affect this CalEPA-designated disadvantaged community. As indicated in the preceding analysis, the Project's localized construction and operational emissions would not exceed the SCAQMD LST thresholds, and the Project would not result in significant health impacts due to DPM emissions. The Project also would not cause or contribute to any CO "hot spots."

**Impact 2.3** The Project would not expose sensitive receptors to substantial pollutant concentrations, including localized construction emissions, localized construction emissions, diesel mobile health risks, or CO "Hot Spots"; therefore, impacts would be less than significant.

***Threshold 2.4 Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Land uses generally associated with odor complaints include agricultural uses (livestock and farming); wastewater treatment plants; food processing plants; chemical plants; composting operations; refineries; landfills; dairies; and fiberglass molding facilities. The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances (refer to RR 2-1), and Section 17.66.060, Odor, Particulate Matter, and Air Containment Standards, of the City's Development Code, which addresses compliance with the rules and regulations of the SCAQMD and the state Health and Safety Code related to odorous



emissions and odors (refer to RR 2-5). Therefore, odors associated with the Project construction and operations would be less than significant, and no mitigation is required.

**Impact 2.4** The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and would adhere to applicable regulatory requirements addressing odor emissions (refer to RR 2-1 and RR 2-5). Impacts would be less than significant.

#### 4.2.5 CUMULATIVE IMPACTS

As indicated in the analysis of Threshold 2.1, with implementation of MM 2-1, the Project's construction-related and operational emissions would not result in a conflict with the SCAQMD 2016 AQMP and impacts would be less than significant. As such, cumulatively-considerable impacts due to a conflict with the AQMP would be less than significant.

The AQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report the AQMD states (Page D-3):

*“...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is  $HI > 1.0$  while the cumulative (facility-wide) is  $HI > 3.0$ . It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*

*Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”*

As previously discussed, the CAAQS designate the Project area as nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> while the NAAQS designates the Project area as nonattainment for O<sub>3</sub> and PM<sub>2.5</sub>. Based on the SCAQMD report on how to address cumulative impacts from air pollution, projects that exceed the Project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in

emissions for those pollutants for which the SoCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts related to criterial pollutant emissions would be considered cumulatively considerable.

As indicated under the analysis of Threshold 2.2, the Project would not exceed the SCAQMD Regional Thresholds during operation; thus, Project operational emissions would be less than cumulatively considerable based on the SCAQMD regional thresholds. However, the Project would exceed the SCAQMD regional threshold for NO<sub>x</sub> during Project construction activities. However, within implementation of MM 2-1, this impact would be reduced to a less than significant level. As such, the Project's regional construction and operational emissions would be less than cumulatively considerable.

As discussed under the analysis of Threshold 2.3, the Project would not exceed the SCAQMD LST thresholds during either construction or operation. Additionally, the Project would not cause or contribute to any CO "Hot Spots." The Project also would not result in cancer risk or health hazards exceeding the SCAQMD thresholds of significance of 10 in one million and 1.0, respectively. Consistent with SCAQMD report on how to address cumulative impacts from air pollution discussed above, since the Project does not exceed the applicable health risk thresholds and does not result in a significant impact on an individual basis, the Project would not be considered to be cumulatively significant and a less than significant cumulative health risk impact would occur.

With respect to odors, the Project does not include any land uses or activities associated with the generation of odors or other emissions that could adversely affect a substantial number of people and would have a less than significant odor impact. Thus, the Project-related odor impacts would be less than cumulatively considerable.

#### **4.2.6 MITIGATION MEASURES**

**MM 2-1** Prior to grading permit and building permit issuance, the City of Rancho Cucamonga shall verify that the following applicable notes are included on the grading plans and building plans. Project contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction-site by City of Rancho Cucamonga staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

- During construction activity, Project construction contractors shall ensure that off-road diesel construction equipment complies with applicable California Air Resources Board (CARB) emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications.
- The following off-road construction equipment shall be CARB Tier III certified or better, by construction phase as shown:
  - Demolition/Crushing:

- Boom Lift
- Concrete/Industrial Saws
- Crusher
- Skid Steer
- Utilities/Infrastructure:
  - Trencher
- Building Construction:
  - Forklifts
  - Generator Sets
  - Welders
- Paving:
  - Pavers
  - Paving Equipment
  - Rollers
- Architectural Coating
  - Air Compressors
- The following off-road construction equipment shall be CARB Tier IV Final certified or better, by construction phase as shown:
  - Demolition/Crushing:
    - Breakers
    - Excavators
    - Generator Sets
    - Rubber Tired Dozers
  - Grading:
    - Crawler Tractors
    - Excavators
    - Graders
    - Rubber Tired Dozers
    - Scrapers
  - Utilities/Infrastructure:
    - Excavators
    - Skip Loaders/Backhoes
  - Building Construction
    - Cranes
    - Crawler Tractors
    - Laser Screed
    - Scissor Loaders/Backhoes
    - Skip Loaders/Backhoes

#### 4.2.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts related to air quality would be less than significant after mitigation.

#### 4.2.8 REFERENCES

California Air Resources Board (CARB). 2019 (November). *Community Air Protection Program: 2019 Community Recommendations Staff Report*. Available at:

[https://ww2.arb.ca.gov/sites/default/files/2019-12/2019\\_community\\_recommendations\\_staff\\_report\\_november\\_8\\_acc\\_3.pdf](https://ww2.arb.ca.gov/sites/default/files/2019-12/2019_community_recommendations_staff_report_november_8_acc_3.pdf)

———. 2020. *Community Nominations*. Available at: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-selection/2018-community-selection-and>

California Office of Environmental Health Hazard Assessment (OEHHA). 2018 (June) *SB 535 Disadvantaged Communities*. Available at: <https://oehha.maps.arcgis.com/apps/View/index.html?appid=c3e4e4e1d115468390cf61d9db83efc4>

Urban Crossroads, Inc. 2021a (April 15). *Bridge Point Rancho Cucamonga Air Quality Impact Analysis*. (Included in Appendix B1 of this Draft EIR).

———. 2021b (April 15). *Bridge Point Rancho Cucamonga Mobile Source Health Risk Assessment*. (Included in Appendix B2 of this Draft EIR).

———. 2021c (March 19). *Construction Health Risk Assessment Memorandum*. (Included in Appendix B3 of this Draft EIR).

———. 2021d (April 15). *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo, City of Rancho Cucamonga*. (Included in Appendix L2 of this Draft EIR).

Urban Crossroads. 2021e (April 15). *Bridge Point Rancho Cucamonga High-Cube Sort Fulfillment Center Supplemental Air Quality, Greenhouse Gas, Health Risk, and Energy Assessment*. (Included in Appendix B4 of this Draft EIR).

### 4.3 BIOLOGICAL RESOURCES

This section describes the conditions of the existing biological resources on the Project site and site-adjacent improvement areas. Information presented in this section is primarily based on the following reports:

- *Habitat Assessment for the Proposed Bridge Point Rancho Cucamonga Project Located at 12434 4<sup>th</sup> Street, City of Rancho Cucamonga, San Bernardino County, California* (Habitat Assessment) prepared by ELMT Consulting (ELMT) in January 2021 and included in Appendix C1 of this Draft EIR.
- *Delhi Sands Flower-Loving Fly Habitat Suitability Assessment* (DSF Habitat Suitability Assessment) prepared for the Project site by ELMT and Bruyea Biological Consulting in May 2020 and included in Appendix C1 of this Draft EIR.
- *Tree Survey Report for the Bridge Point Rancho Cucamonga Project at 12434 4<sup>th</sup> Street, Rancho Cucamonga, California* (Tree Survey Report), prepared by Psomas in January 2021 and included in Appendix C2 of this Draft EIR.
- *Habitat Assessment for the Proposed At-Grade Crossing of the BNSF Railroad at 6<sup>th</sup> Street in Association with the Bridge Point Rancho Cucamonga Project* (6<sup>th</sup> Street At-Grade Crossing Habitat Assessment), prepared by ELMT in January 2021 and included in Appendix C3 of this Draft EIR.

In response to the Notice of Preparation (NOP) for this Draft EIR, the California Department of Fish and Wildlife (CDFW) provided input on issues that should be addressed. The comments received are summarized below:

- Identify and map various habitat types within the Project site.
- Provide a general biological inventory of species present or that have the potential to be present within each habitat type.
- Provide a complete and recent inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected.
- The Project site has the potential to provide suitable foraging and/or nesting habitat for burrowing owl; a habitat assessment, survey and impact assessment should be completed, as appropriate.
- Analyze potential direct, indirect and cumulative impacts to biological resources.
- Address a reasonable range of alternatives, including a “no project” alternative.
- Identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible.

- A California Endangered Species Act (CESA) Incidental Take Permit (ITP) must be obtained if the Project has the potential to result in the “take” of State-listed CESA species.
- Incorporate water-wise concepts in project landscape design plans.
- Report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB).
- Payment of CDFW Notice of Determination filing fees will be required.

#### 4.3.1 RELEVANT POLICIES AND REGULATIONS

Following is a discussion of regulations that are applicable to the Project based on the existing conditions on the Project site and site adjacent improvement areas in public rights-of-way as described in Section 4.3.2, Existing Setting, below.

##### A. Federal

##### 1. *Federal Endangered Species Act*

The Federal Endangered Species Act of 1973 (FESA) protects plants and animals listed under the act as “endangered” or “threatened.” These federally listed species are protected from unauthorized “take,” which is defined in the FESA as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct.” 16 U.S.C §§ 1532(19) & 1538(a). In this definition, “harm” includes “any act which actually kills or injures fish or wildlife, and emphasizes that such acts may include significant habitat modification or degradation that significantly impairs essential behavioral patterns of fish or wildlife.” 50 C.F.R. § 17.3. Enforcement of FESA is administered by the United States Fish and Wildlife Service (USFWS). Unless performed for scientific or conservation purposes with the permission of USFWS, “take” of listed species is only permissible if the USFWS issues an Incidental Take Permit (“ITP”) through Section 10 of FESA, which requires USFWS to conclude that “the impacts of such taking” have been “minimize[d] and mitigate[d]... [to] the maximum extent practicable,” “the taking will not appreciably reduce the likelihood of the survival and recovery of the species in the wild,” and the applicant has made adequate assurances for a Habitat Conservation Plan (“HCP”). 16 U.S.C. § 1539(a); 50 CFR §§17.21(a), (c) & 17.31(a). All federal agencies, including the USFWS in issuing an ITP, must ensure that their activities are “not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species.” 16 U.S.C. §1536(a).

Section 4 of FESA requires designation of Critical Habitat: specific areas within the geographical range occupied by a species where physical or biological features “essential to the conservation of the species” are found and “which may require special management considerations or protection.” 16 U.S.C. § 1538(5)(A). Critical Habitat may also include areas outside the current geographical area occupied by the species that are nonetheless “essential for the conservation of the species.” *Id.*



## 2. *Migratory Bird Treaty Act*

The Migratory Bird Treaty Act (MBTA) prohibits actions, unless permitted, “to pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to barter, barter, offer to purchase, purchase, deliver for shipment, ship, export, import, cause to be shipped, exported, or imported, deliver for transportation, transport or cause to be transported, carry or cause to be carried, or receive for shipment, transportation carriage, or export, , any migratory bird, any part, nest or egg of any such bird, or any produce, whether or not manufactured, which consists, or is composed in whole or part, of any such bird or any part, nest, or egg thereof,” included in the terms of the Conventions between the United States and four neighboring countries for the protection of migratory birds or any part, nest, or egg of any such bird.” (16 U.S.C. § 703).

The MBTA covers the taking of any nests or eggs of migratory birds, except as allowed by permit pursuant to 50 CFR, Part 21. Disturbances causing nest abandonment and/or loss of reproductive effort (i.e., killing or abandonment of eggs or young) may also be considered “take.” This regulation seeks to protect migratory birds and active nests.

In 1972, the MBTA was amended to include protection for migratory birds of prey (e.g., raptors). Six families of raptors occurring in North America were included in the amendment: Accipitridae (kites, hawks, and eagles); Cathartidae (New World vultures); Falconidae (falcons and caracaras); Pandionidae (ospreys); Strigidae (typical owls); and Tytonidae (barn owls). The provisions of the 1972 amendment to the MBTA protects all species and subspecies of the families listed above.

The MBTA protects over 800 species including geese, ducks, shorebirds, raptors, songbirds and many relatively common species. Bird species protected under the provisions of the MBTA are identified by the List of Migratory Birds (50 CFR 10.13), as updated by the 1983 American Ornithologists’ Union (AOU) Checklist and published supplements by the USFWS.

### **B. State**

#### 1. *California Endangered Species Act*

In addition to federal laws, the state of California implements the California Endangered Species Act (CESA), Fish and Game Code Section 2050 *et seq.*, which is enforced by CDFW. The CESA program maintains a separate listing of species beyond the FESA, although the provisions of each act are similar.

State-listed threatened and endangered species are protected under provisions of CESA. Activities that may result in “take” of individuals (defined in Fish and Game Code Section 86 as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill”) are regulated by CDFW. Habitat degradation or modification is not included in the definition of “take” under CESA. Nonetheless, CDFW has interpreted “take” to include the destruction of nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species.

The State of California considers an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is considered as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future

in the absence of special protection or management. A rare species is one that is considered present in such small numbers throughout its range that it may become endangered if its present environment worsens. State threatened and endangered species are fully protected against take, as defined above.

The CDFW maintains a list of Species of Special Concern (SSC), a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat to their populations may be imminent. SSCs may receive special attention during environmental review, but they do not have formal statutory protection. At the federal level, USFWS also uses the label Species of Concern, as an informal term that refers to species which might be in need of concentrated conservation actions. As the Species of Concern designated by USFWS do not receive formal legal protection, the use of the term does not necessarily ensure that the species will be proposed for listing as a threatened or endangered species.

If a species is also federally listed, CDFW can issue a consistency finding in accordance with Section 2080.1 of the California Fish & Game Code if the USFWS has issued an incidental take authorization that also satisfies CESA requirements.

## **2. California Environmental Quality Act**

Section 15380 of the California Environmental Quality Act (CEQA) Guidelines independently defines “endangered” and “rare” species separately from the definitions in CESA or used by CDFW. In summary, under CEQA, “endangered” species of plants or animals are defined as those whose survival and reproduction in the wild are in immediate jeopardy, while “rare” species are defined as those who are in such low numbers that they could become endangered if their environment worsens, or species that are likely to become endangered within the foreseeable future and may be considered “threatened” under the FESA..

## **3. California Fish and Game Code**

The CDFW administers the *California Fish and Game Code*. Several sections of the Code are applicable to natural resource management.

### Birds of Prey and Migratory Birds

Section 3503 of the *California Fish and Game Code* makes it unlawful to destroy any birds’ nest or any birds’ eggs that are protected under the MBTA. Further, any birds in the orders Falconiformes or Strigiformes (Birds of Prey, such as hawks, eagles, and owls) are protected under Section 3503.5 of the Fish and Game Code. Section 3503.5 of the *California Fish and Game Code* specifically protects birds of prey. A consultation with CDFW may be required prior to the removal of any bird of prey nest that may occur on a project site. The Code states:

It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

Section 3513 of the *California Fish and Game Code* duplicates the federal protection (under MTBA) of migratory birds. The Code states:

It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act . . . before January 1, 2017, any additional migratory nongame bird that may be designated in that federal act after that date, or any part of a migratory nongame bird described in this section, except as provided by rules and regulations adopted by the United States Secretary of the Interior under that federal act before January 1, 2017, or subsequent rules or regulations adopted pursuant to that federal act, unless those rules or regulations are inconsistent with this code.

A consultation with CDFW would be required prior to the removal of a bird of prey nest from a project site.

#### Fully Protected Birds and Mammals

Section 3511 of the *California Fish and Game Code* lists Fully Protected bird species and Section 4700 of the *California Fish and Game Code* lists Fully Protected mammals, where the CDFW is unable to authorize the issuance of permits or licenses to take these species. Fully Protected birds are not expected to occur at the Project site or site-adjacent improvement areas due to lack of suitable habitat.

### **C. City of Rancho Cucamonga**

#### **1. Rancho Cucamonga General Plan**

The Resource Conservation Chapter of the Rancho Cucamonga General Plan (General Plan) guides the preservation, protection, conservation, re-use, replenishment, and efficient use of Rancho Cucamonga's limited natural resources, including wildlife resources. The Wildlife Resources section of this chapter of the General Plan indicates that wildlife resources include "all of the plants and wildlife species located in natural areas, particularly in the hillsides and open space areas." Wildlife species, sensitive wildlife habitat areas, and wildlife protection efforts are addressed in this section of the General Plan. There are no wildlife resources identified in the General Plan on, or in the vicinity of the Project site. However, this Draft EIR section provides a site-specific discussion of the biological resources that are present and identifies mitigation, as necessary to protect these resources. (Rancho Cucamonga, 2010a)

A number of goals and policies in the Resource Conservation Chapter address biological resources in the City. These relevant goals and policies are listed in Table 4.9-2 in Section 4.9, Land Use and Planning, of this Draft EIR, along with the Project's consistency with each goal and policy.

## 2. *Development Code*

Section 17.16.080 of the Rancho Cucamonga Municipal Code Title 17 Development Code (Development Code) outlines the City's review process for the removal of heritage trees,<sup>1</sup> which are considered community resources. The provisions of the Development Code apply to all heritage trees on all private property in the City, with certain exceptions. Heritage trees cannot be removed, relocated, or destroyed within City limits without first obtaining a Tree Removal Permit from the Planning Director. The tree removal application is typically submitted with the application for tentative subdivision maps or other proposals for urban development. The Planning Director has the discretion to approve, conditionally approve, or deny the application for a Tree Removal Permit and may impose conditions deemed necessary to implement the provisions of this Section including, but not limited to:

- i. Replacement of the removed tree or trees with tree(s) of species and quantity commensurate with the aesthetic value of the tree or trees removed.
- ii. Tree relocation to another site on the property; provided that the environmental conditions of said new location are favorable to the survival of the tree and provided further that such relocation is accomplished by qualified landscape architect or qualified arborist.

The City's tree preservation requirements are provided in Chapter 17.80, Tree Preservation, of the Development Code. The purpose of this Chapter "is to protect trees, considered to be a community resource, from indiscriminate cutting or removal." The provisions in this Chapter are specifically intended to protect and expand the eucalyptus windrows but also apply to other heritage trees. This Chapter outlines the City's tree replacement policy for eucalyptus windrows and other heritage trees, and the protection of preserved, relocated, and new trees during construction.

### 4.3.2 EXISTING SETTING

Following is discussion of existing site conditions relevant to biological resources, based on the Habitat Assessments included in Appendix C1 and Appendix C3 of this Draft EIR, and the Tree Survey Report included in Appendix C2.

A literature review and records search were conducted by ELMT Consulting to determine which special-status biological resources have the potential to occur on or within the general vicinity of the Project site. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the Project site were determined through a query of the CDFW's QuickView Tool in the Biogeographic Information and Observation System (BIOS), CNDDDB Rarefind 5, the California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by CDFW, and the United States Fish and Wildlife Service (USFWS) species listings. Standard field guides and texts were

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<sup>1</sup> Per Section 17.16.080(c), a heritage tree is defined as any tree that meets at least one of the following criteria: (1) all eucalyptus windrows; (2) any tree in excess of 30 feet high and having a single trunk diameter at breast height (dbh) of 20 inches or more as measured 4.5 feet from ground level; (3) multi-trunk trees having a total dbh of 30 inches or more measured 4.5 feet from ground level; (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.

reviewed for specific habitat requirements of special-status and non-special-status biological resources, as well as the following resources:

- Google Earth Pro historic aerial imagery (1994-2018);
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS), Soil Survey;
- USFWS Critical Habitat designations for Threatened and Endangered Species;
- USFWS Endangered Species Profiles; and,
- USFWS National Wetlands Inventory (NWI).

Following the literature reviews, a general habitat assessment/field investigation of the Project site, site-adjacent improvement areas, and areas within 500 feet was conducted by ELMT biologists on April 1, 2020, to document existing conditions and assess the potential for special-status biological resources to occur. Similarly, a field investigation of the 6<sup>th</sup> Street at-grade crossing and surrounding areas within 500 feet was conducted on July 24, 2020.

Plant communities and land cover types identified on aerial photographs during the literature review were verified by walking meandering transects throughout the study areas. In addition, aerial photography was reviewed prior to the field investigations to locate potential natural corridors and linkages that may support the movement of wildlife through the area. These areas identified on aerial photography were then walked during the field investigations.

#### **A. Vegetation Types**

Plant communities were mapped using 7.5-minute United States Geological Survey (USGS) topographic base maps and aerial photography. Common plant species observed during the field investigation were identified by visual characteristics and morphology in the field and recorded in a field notebook. Unusual and less-familiar plants were photographed in the field and identified in the laboratory using taxonomic guides.

Due to historic and existing land uses, no native plant communities or natural communities of special concern were observed on or within 500 feet of the Project site. There is a mixture of developed land and an abandoned vineyard that was historically used for agricultural land uses and is considered disturbed. These disturbances have eliminated the natural plant communities that once occurred on the Project site. The Project site, site-adjacent improvement areas within the developed roadway of 4<sup>th</sup> Street (south of the Project site) and 6<sup>th</sup> Street (north of the Project site), and the 6<sup>th</sup> Street at-grade crossing study area, consist of two land cover types that would be classified as disturbed and developed (refer to Figure 4.3-1, Project Site Vegetation Map and Figure 4.3-2, 6<sup>th</sup> Street At-Grade Crossing Vegetation Map). The areas within 500 feet of the Project site are primarily composed of existing developments with minimal undeveloped areas. However, there is an ephemeral swale/channel and detention basin that borders the eastern boundary of the project site, and separates the Project site from the West Valley Detention Center.

Developed areas generally encompass all building/structures and paved/impervious surfaces. The developed areas within the Project site are comprised of the existing industrial development, paved and loose gravel parking lots, and landscaped areas. The Project site primarily supports developed areas that are landscaped with ornamental plant species, and trees. In addition, site-adjacent improvement areas would occur within the developed roadway of 4<sup>th</sup> Street (south of the Project site) and 6<sup>th</sup> Street (north of the Project site). In addition to tree species identified below in Section 4.3.2.G, Trees, plant species observed in association with the existing developed areas include ripgut brome (*Bromus diandrus*), California buckwheat (*Eriogonum fasciculatum*), mulefat (*Baccharis salicifolia*), and trailing acacia (*Acacia redolens*).

The northern, disturbed portion of the Project site supports a vacant, heavily disturbed area that historically supported a grape vineyard. In the decades since active agricultural activities ceased in the area, the northern portion of the site continues to have a remnant grape vineyard that has an understory that supports ruderal/weedy and early-successional plant species. Plant species observed in the disturbed area of the northern boundary of the Project site include agricultural grape (*Vitis sp.*), cryptantha (*Cryptantha sp.*), pectocarya (*Pectocarya sp.*), Spanish clover (*Acmispon americanus*), short-podded mustard (*Hirschfeldia incana*), golden crownbeard (*Verbesina encelioides*), red-stemmed filaree (*Erodium cicutarium*), fiddleneck (*Amsinckia sp.*), ragweed (*Ambrosia psilostachya*), Mediterranean grass (*Schismus sp.*), telegraph weed (*Heterotheca grandiflora*), horehound (*Marrubium vulgare*), dwarf nettle (*Urtica urens*), red brome (*Bromus madritensis*), milk thistle (*Silybum marianum*), and sweet clover (*Melilotus indicus*).

The ephemeral channel and detention basin east of the Project site primarily support a mulefat scrub plant community. The bottom of the channel and basin is dominated by mulefat (*Baccharis salicifolia*) with a dominance of California buckwheat (*Eriogonum fasciculatum*) and short-podded mustard on the bank and fringes.

The majority of the 6<sup>th</sup> Street at-grade crossing study area is developed and is minimally vegetated or devoid of vegetation. The undeveloped portion of this area primarily supports early successional and non-native/weedy plant species. In addition to trees identified in Section 4.3.2.G, below, plant species observed in this area include Mediterranean mustard (*Hirschfeldia incana*), flax-leaved horseweed (*Erigeron bonariensis*), Russian thistle (*Salsola tragus*), spurge (*Euphorbia sp.*), sunflower (*Helianthus annuus*), and telegraph weed.

## **B. Wildlife**

Wildlife species detected during the field investigations by sight, calls, tracks, scat, or other sign were recorded during surveys in a field notebook. Field guides were used to assist with identification of wildlife species during the survey.

Plant communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. A description of those wildlife species that were observed or are expected to occur within the Project site is provided below. The discussion is to be used as a general reference and is limited by





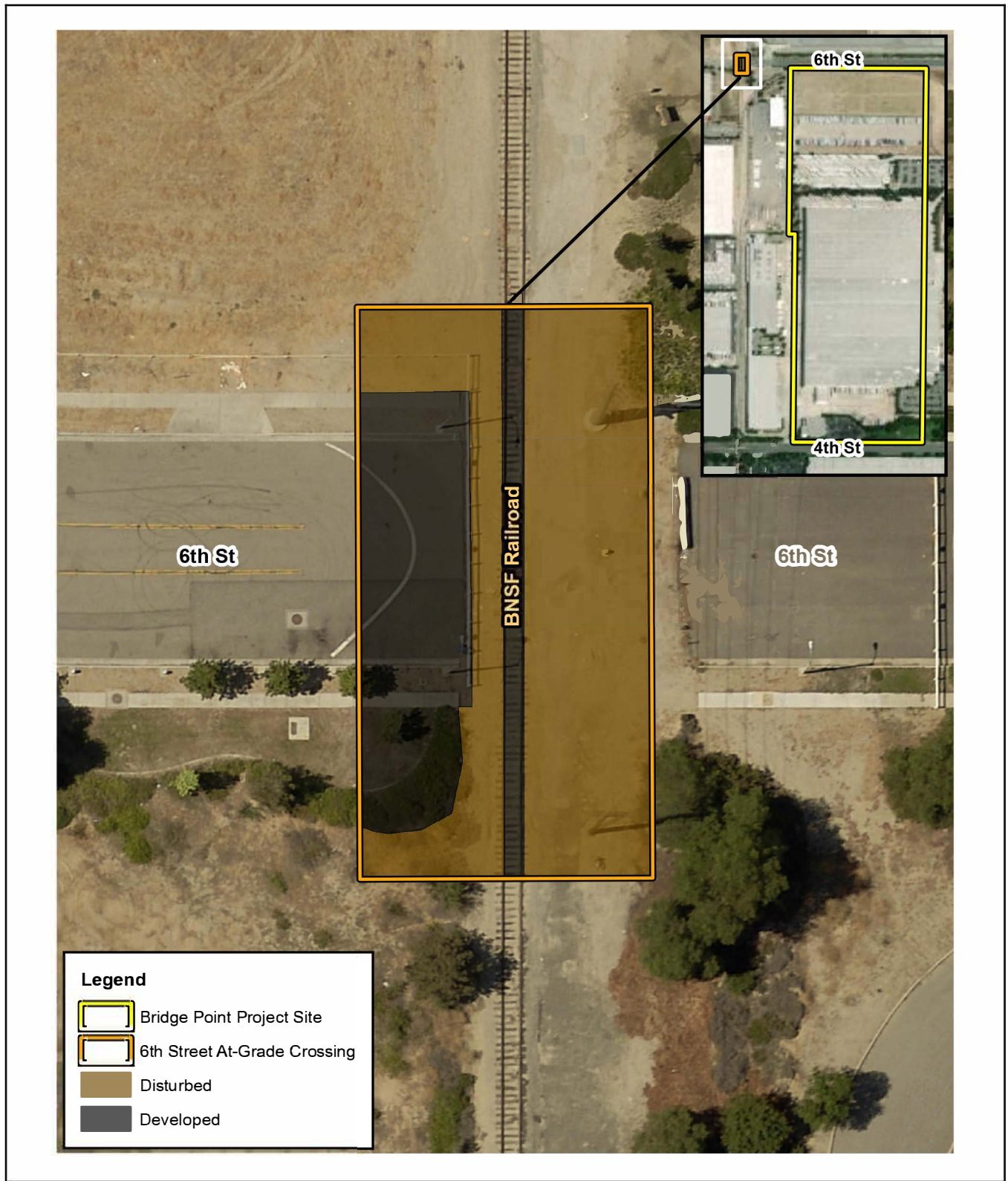
Source(s): ELMT Consulting (12-29-2020)

Figure 4.3-1



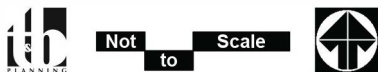
Not to Scale

### Project Site Vegetation Map



Source(s): ELMT Consulting (12-29-2020)

Figure 4.3-2



Not to Scale

### 6th Street At-Grade Crossing Vegetation Map

the season, time of day, and weather conditions in which the field investigation was conducted. The Project site and site-adjacent improvement areas, and the 6<sup>th</sup> Street at-grade crossing study area, provide limited habitat for wildlife species except those tolerant of a high degree of anthropogenic disturbances and development.

It should be noted that no fish, amphibians, or hydrogeomorphic features (e.g., creeks, ponds, lakes, reservoirs) with frequent sources of water that would support populations of fish or amphibians were observed on the Project site and site-adjacent improvement areas. Therefore, no fish or amphibians are expected to occur and are presumed absent from these areas. The off-site ephemeral channel and detention basin (outside of the Project impact area, have the potential to provide minimal habitat for Baja California treefrog (*Pseudacris hypochondriaca*) during the winter months when stormwater is present. Baja California treefrog is a relatively common species in riparian/riverine areas, and is not a special-status species. No fish, amphibian, or mammal species were observed during the field investigation for the 6<sup>th</sup> Street at-grade crossing. This area provides minimal foraging and cover habitat for a wildlife species adapted to a high degree of anthropogenic disturbance.

- **Mammals.** The Project site, site-adjacent improvement areas, and areas within 500 feet, provide minimal foraging and cover habitat for a mammalian species tolerant of a high degree of anthropogenic disturbance. The only mammalian species detected during the field investigation were California ground squirrel (*Otospermophilus beecheyi*) and desert cottontail (*Sylvilagus audubonii*). Common mammalian species tolerant of a high degree of human disturbance that could potentially occur on-site include opossum (*Didelphis virginiana*), and raccoon (*Procyon lotor*). None of these aforementioned species are special-status species.

The 6<sup>th</sup> Street at-grade crossing study provides minimal foraging and cover habitat for mammal species adapted to a high degree of anthropogenic disturbance.

- **Reptiles.** The Project site, site-adjacent improvement areas, and areas within 500 feet, provide marginal foraging and cover habitat for a limited variety of reptile species tolerant of a high degree of anthropogenic disturbance. No reptile species were observed on-site during the field investigation. Common reptilian species that are tolerant of a high degree of human disturbance that could potentially occur on-site include western side-blotched lizard (*Uta stansburiana elegans*) and great basin fence lizard (*Sceloporus occidentalis longipes*). None of these common reptilian species are special-status species.

The 6<sup>th</sup> Street at-grade crossing study provides minimal foraging and cover habitat for reptile species adapted to a high degree of anthropogenic disturbance. The only reptilian species observed during the field investigation of this area was the western side-blotched lizard (*Uta stansburiana elegans*), which is not a special-status species.

- **Birds.** The Project site, site-adjacent improvement areas, and areas within 500 feet, provide minimal foraging and nesting habitat for a variety of bird species tolerant of a high degree of anthropogenic disturbance. Bird species detected during the field investigation, none of which are special-status species, include house finch (*Haemorhouse mexicanus*), Cassin's kingbird



(*Tyrannus vociferans*), lesser goldfinch (*Spinus psaltria*), northern mockingbird (*Mimus polyglottos*), Say's phoebe (*Sayornis saya*), and yellow-rumped warbler (*Setophaga coronata*). None of these common avian species are special-status species.

The 6th Street at-grade crossing study provides minimal foraging and cover habitat for bird species adapted to a high degree of anthropogenic disturbance. The only avian species observed during the field investigation for this area were American crow (*Corvus brachyrhynchos*) and house finch (*Haemorrhous mexicanus*), which are not special-status species.

### **C. Nesting Birds**

No active nests or birds displaying nesting behavior were observed during the April 1, 2020 or July 24, 2020 field investigations. The Project site, site-adjacent improvement areas, 6<sup>th</sup> Street at-grade crossing study area, and surrounding areas, provide limited foraging habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area. Additionally, the disturbed northern portion of the Project site and the 6<sup>th</sup> Street at-grade crossing study area have the potential to provide suitable nesting opportunities for birds that nest on the open ground and those tolerant of anthropogenic disturbances (e.g., killdeer (*Charadrius vociferus*), a common bird species that is not a special-status species). Additionally, the existing trees have the potential to provide suitable nesting opportunities.

### **D. Migratory Corridors and Linkages**

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources. According to the San Bernardino County General Plan, the Project site, site-adjacent improvement areas, and the 6<sup>th</sup> Street at-grade crossing study area, have not been identified as occurring within a Wildlife Corridor or Linkage.

### **E. Jurisdictional Areas**

Aerial photography was reviewed prior to conducting the field investigations in order to locate and inspect any potential natural drainage features, ponded areas, or water bodies that may fall under the jurisdiction of the United States Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), or CDFW. These agencies regulate activities within inland streams, wetlands, and riparian areas in California. In general, surface drainage features indicated as blue-line streams on USGS maps that are observed or expected to exhibit evidence of flow are considered potential riparian/riverine habitat and are also subject to state and federal regulatory jurisdiction. In addition,

ELMT reviewed jurisdictional waters information through examining historical aerial photographs to gain an understanding of the impact of land-use on natural drainage patterns in the area.

The USFWS NWI and the USGS National Hydrography Dataset were reviewed to determine if any blue-line streams or riverine resources have been documented within or in the immediate vicinity of the Project site. Based on this review and field investigations, no jurisdictional drainage and/or wetland features were observed on the Project site, site-adjacent improvement areas, or 6<sup>th</sup> Street at-grade crossing study area, that would be considered jurisdictional by the Corps, RWQCB, or CDFW. However, there is an ephemeral swale/channel and water detention basin that borders the eastern boundary of the Project site, but is outside of the Project limits.

#### ***F. Sensitive Biological Resources***

The CNDDDB Rarefind 5 and the CNPS Electronic Inventory of Rare and Endangered Vascular Plants of California were queried for reported locations of special-status plant and wildlife species as well as special-status natural plant communities in the Guasti USGS 7.5-minute quadrangle. Only one quadrangle was queried since the Project site, site-adjacent improvement areas, and the 6<sup>th</sup> Street at-grade crossing study area are primarily developed, completely surrounded by existing development, and do not connect with any natural areas or native plant communities in the region. The Habitat Assessments evaluated the conditions of the habitat(s) within the boundaries of the Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area to determine if the existing plant communities, at the time of the surveys, have the potential to provide suitable habitat(s) for special-status plant and wildlife species. Special-status plant and wildlife species were evaluated for their potential to occur based on habitat requirements, availability and quality of suitable habitat, and known distributions. Species determined to have the potential to occur within the general vicinity of the Project site and site adjacent improvement areas are presented in Attachment D of the Habitat Assessment (provided in Appendix C1 of this Draft EIR).

##### ***1. Special-Status Plants and Sensitive Natural Communities***

According to the CNDDDB and CNPS, 13 special-status plant species and no sensitive natural communities have been recorded on the Guasti USGS 7.5-minute quadrangle, which is applicable to the Project site, site-adjacent improvement areas, and the 6<sup>th</sup> Street at-grade crossing study area. No special-status plant species or sensitive natural communities were observed on the Project site or site-adjacent improvement areas during the field investigations. These areas, and areas within 500 feet, have been subject to previous and existing anthropogenic disturbances, which have reduced the suitability of the habitat to support special-status plant species known to occur in the general vicinity of the Project site and site-adjacent improvement areas. Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, it was determined that the Project site, site-adjacent improvement areas, and areas within 500 feet do not provide suitable habitat for any of the special-status plant species known to occur in the area and are presumed to be absent from these areas. No focused surveys are recommended (ELMT, 2021a).

Special-status plant species were evaluated for their potential to occur within the 6<sup>th</sup> Street at-grade crossing study area and area within 500 feet based on habitat requirements, availability and quality of

suitable habitat, and known distributions. No special-status plant species, or special-status plant communities were observed during the habitat assessment. The 6<sup>th</sup> Street at-grade crossing consists of existing development and disturbed areas that have been subject to a high level of anthropogenic disturbances. These disturbances have eliminated the natural plant communities that once occurred resulting in a majority of this area consisting of non-native, ruderal/weedy plant species that are surrounded by existing development that supports ornamental/landscaped areas. Based on habitat requirements for specific species and the availability and quality of the habitat, it was determined that no special-status plant species are expected to occur within the 6<sup>th</sup> Street at-grade crossing study area.

## 2. *Special-Status Wildlife*

According to the CNDDDB, 34 special-status wildlife species have been reported on the Guasti USGS 7.5-minute quadrangle. No special-status wildlife species were observed on the Project site, site-adjacent improvement areas, or within 500 feet of these areas, during the field investigation. Disturbances on the Project site and in the immediate vicinity of the Project site have greatly reduced if not eliminated potential foraging and nesting/denning opportunities for wildlife species. Based on habitat requirements for specific species and the availability and quality of on-site and surrounding habitats, it was determined that the Project site and areas within 500 feet have a low potential to support Cooper's hawk (*Accipiter cooperii*) and California horned lark (*Eremophila alpestris actua*). The disturbed northern portion of the Project site and the adjacent detention basin provide minimal foraging habitat for these species, and minimal nesting opportunities for California horned lark. Additionally, the trees on-site provide limited nesting opportunities for Cooper's hawk. All remaining special-status wildlife species are presumed to be absent from the Project site and surrounding area due to lack of suitable habitat and existing development.

Special-status wildlife species were evaluated for their potential to occur within the 6<sup>th</sup> Street at-grade crossing study area and area within 500 feet based on habitat requirements, availability and quality of suitable habitat, and known distributions. No special-status wildlife species were observed during the habitat assessment. The 6<sup>th</sup> Street at-grade crossing and area within 500 feet consists of existing development and disturbed areas that have been subject to a high level of anthropogenic disturbances. Based on habitat requirements for specific species and the availability and quality of habitat, it was determined that the 6<sup>th</sup> Street at-grade crossing study area and areas within 500 feet have a low potential to support Cooper's hawk and California horned lark. The disturbed areas on and adjacent to the 6<sup>th</sup> Street at-grade crossing study area provides minimal foraging habitat for these species, and minimal nesting opportunities for California horned lark. Additionally, the existing trees provide limited nesting opportunities for Cooper's hawk.

### Burrowing Owl

The burrowing owl is currently listed as a California SSC. It is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with well-drained, level to gently-sloping areas characterized by sparse vegetation and bare ground. Burrowing owls are dependent upon the presence of burrowing mammals (such as California ground squirrels) whose burrows are used for roosting and nesting. The presence or absence



of colonial mammal burrows is often a major factor that limits the presence or absence of burrowing owls. Where mammal burrows are scarce, burrowing owls have been found occupying man-made cavities, such as buried and non-functioning drainpipes, stand-pipes, and dry culverts. Burrowing owls may burrow beneath rocks and debris or large, heavy objects such as abandoned cars, concrete blocks, or concrete pads. They also require open vegetation allowing line-of-sight observation of the surrounding habitat to forage as well as watch for predators.

No burrowing owls or recent sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation of the Project site, site-adjacent improvement areas, and surrounding areas. The northern portion of the Project site is unvegetated and/or vegetated with a variety of low-growing plant species that allow for line-of-sight observation favored by burrowing owls. However, no suitable burrows (>4 inches in diameter) were observed during the field investigation. Further, tall fences, powerlines, ornamental trees, and tall office buildings surround the Project site, which decreases the likelihood that burrowing owls would occur on the Project site, as these features provide perching opportunities for larger raptor species (i.e., red-tailed hawk [*Buteo jamaicensis*]) that prey on burrowing owls. Based on the results of the field investigation that documented the isolated and disturbed nature of the undeveloped area on the Project site and surrounding areas, it was determined that the Project site, site adjacent improvement areas, and areas within 500 feet do not have the potential to support burrowing owls and focused surveys are not recommended, though a pre-construction survey is recommended, as further discussed under the impact analysis presented under Threshold 3.4 in Section 4.3.4, Environmental Impacts (ELMT, 2021a). Burrowing owl are also presumed absent from the 6<sup>th</sup> Street at-grade crossing study area; however, a pre-construction survey is also recommended (ELMT, 2021b)

### 3. *Delhi Sands Flower-Loving Fly*

A DSF Habitat Suitability Assessment was prepared for the Project site and is included in the Habitat Assessment included in Appendix C1 of this Draft EIR; the results of the DSF Habitat Suitability Assessment are summarized here. Delhi Sands Flower-Loving Fly (DSF) occurs on Delhi sand soils, particularly clean dunes formed by aeolian processes. Soils and sands deposited by fluvial processes do not support DSF. These alluvial soils are composed of coarse sands, cobble and gravel (Tujunga soils) or coarse sands, silts and clays (Cieneba soils). In this part of San Bernardino County, the separation of soil types (aeolian vs. fluvial) has been lost due to the mixing and cross contamination from years of agricultural activities, development, and other man-made disturbances.

Based on review of the regional (not site-specific) United States Department of Agricultural (USDA) Natural Resources Conservation Survey (NRCS) Soil Survey for San Bernardino County, California, the majority of the surface soils within the Project site are mapped as Delhi fine sands (refer to Exhibit 5 of the DSF Habitat Suitability Assessment). This is consistent with the mapping of the Delhi Soils Area Boundary presented on Figure RC-4, Sensitive Biological Resources, of the Resource Conservation Element, of the Rancho Cucamonga General Plan. However, it should be noted that majority of the Project site (approximately 72%) is currently developed with structures and pavement.

Depending on the extent of mixing and contamination, some areas formally mapped as Delhi sand soils no longer have potential to support DSF populations. Conversely, some areas formally mapped as

Cieneba soils may now support wind deposited Delhi sand soils and have potential to support DSF. As further discussed in the DSF Habitat Suitability Assessment, six DSF experts developed suitability criterion, based partly on the relative abundance of clean Delhi sand soils versus the amount of Cienba or other alluvial soils, to rate the suitability of the habitat to support DSF. This qualitative assessment of DSF habitat was further refined by considering the relative degree of soil compaction. In summary, land with suitable DSF habitat includes only those areas with open, undisturbed Delhi Series soils that have not been permanently altered by residential, commercial, or industrial development, or other human actions. Areas known to contain Delhi sand soils and/or to be occupied by DSF have been divided by USFWS into three recovery units (Colton, Jurupa, and Ontario Recovery Units). These recovery units are defined as large geographic areas based on geographic proximity, similarity of habitat, and potential genetic exchange. The Project site is located within the Ontario Recovery Unit.

In addition to review of the USDA NRCS soil mapping, a review of the local geological conditions and historical aerial photographs was conducted to assess the ecological changes that the Project site has undergone. In addition, a DSF-permitted biologist surveyed the Project site on April 30, 2020. The habitat suitability assessment consisted of a visual and tactile inspection of all areas on the Project site that contain Delhi sand soils. As previously noted, the majority of the Project site is developed; thus, the non-developed portion of the site was evaluated for the quality or purity of Delhi Sands and for its potential to support DSF. Areas were assigned one or more ratings ranging between 1 and 5, with 5 being the best quality and most suitable habitat. Soils rated 1 are considered unsuitable to support DSF, and include: soils dominated by heavy deposits of alluvial material including coarse sands and gravels with little or no Delhi sand soils and evidence of soil compaction; developed areas, non-Delhi sands soils with high clay, silt, and/or gravel content; and Delhi sands extensively and deeply covered by dumping of exotic soils, rubble, trash, or organic debris.

Open sandy dunes with sparse vegetative cover were not observed on the Project site. As a result of previous development and disturbances on and surrounding the Project site, surface soils have been heavily mixed and compacted, and did not give way underfoot during the survey. Some areas contain loose soils at the surface in association with fossorial animal activity (mostly rodent burrows and ant mounds), but this was not commonly observed. Unconsolidated soils are present in some areas beneath the hardened surface layer. The northern portion of the Project site is disturbed, with heavily mixed soils containing alluvial materials (Tujunga Soils and Hilmar loamy sand) from historic agricultural activities and surrounding development.

Good quality Delhi fine sands are absent on the Project site due to prolonged anthropogenic disturbance, including the disruption of the aeolian process in association with surrounding industrial developments and the onsite vehicle storage area. In addition, the introduction of gravel and other alluvial materials observed throughout much of the disturbed area have degraded soil quality, especially as it pertains to DSF. Therefore, the soils within the northern portion of the Project site were rated as “unsuitable quality” with a habitat quality rating of 1. The remainder of the site was not evaluated for DSF since it is developed. Additionally, the adjacent developed areas surrounding the Project site are incapable of supporting DSF, and there are no known extant DSF populations in the immediate vicinity. It is improbable that a dispersing DSF individual would temporarily occupy the Project site. Therefore, it was determined that the Project site does not support Delhi Sand soils needed

for suitable habitat for DSF and DSF is presumed absent from the Project site. No further actions or focused surveys are recommended (ELMT and Bruyey, 2020).

As a result of development and disturbances on and surrounding the 6<sup>th</sup> Street at-grade crossing study area, surface soils have been heavily mixed and compacted. The disturbed areas primarily support heavily mixed soils containing alluvial materials (Tujunga Soils and Hilmar loamy sand) from historic agricultural activities and surrounding development with no clean Delhi sand soils present. This area is generally surrounded by existing developments and no longer has connectivity to areas upwind containing Delhi Sands soils, areas subjected to Aeolian processes, or areas supporting DSF populations. Therefore, the soils within the disturbed portions of the 6<sup>th</sup> Street at-grade crossing study area are rated as “unsuitable quality” with a habitat quality rating of 1. The remainder of the 6<sup>th</sup> Street at-grade crossing study area was not evaluated for DSF since it is developed. Therefore, it was determined that the site does not support clean Delhi Sand soils needed for suitable habitat for DSF and DSF is presumed absent. No further actions or focused surveys are recommended (ELMT, 2021b).

#### **4. Critical Habitats**

Under Section 4 of FESA, “Critical Habitat” is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area are not located within federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 3.5 miles north of the Project site and site-adjacent improvement areas for San Bernardino kangaroo rat (*Dipodomys merriami parvus*) and approximately 3.7 miles southeast for coastal California gnatcatcher (*Polioptila californica californica*) (refer to Figure 4.3-3, Critical Habitat). (ELMT, 2021a). San Bernardino kangaroo rat Critical Habitat is approximately 3.5 miles north of the 6<sup>th</sup> Street at-grading crossing study area, and coastal California gnatcatcher Critical Habitat is approximately 4.3 miles to the southeast (ELMT, 2021b).

#### **G. Trees**

Trees in the City of Rancho Cucamonga are regulated by the Development Code (Chapter 17.16.080 of the Rancho Cucamonga Municipal Code). A tree removal permit is required prior to removing any “heritage tree,” which is defined as:

- 1) All eucalyptus windrows;
- 2) Any tree greater than 30 feet tall with a minimum trunk diameter of 20 inches;
- 3) Any multi-trunk tree whose combined trunk diameter is at least 30 inches;
- 4) A stand of trees the nature of which makes each dependent upon the others for survival;
- 5) Any tree determined to be historically or culturally significant.

Based on the results of the tree surveys conducted by Psomas in April 2020 and November 2020, a total of 125 trees that meet the minimum requirements for inclusion as a heritage tree are present on the Project site and site-adjacent improvement areas. There are also 464 non-heritage trees. Based on the results of the tree survey conducted by Psomas in November 2020, there are 12 trees within the 6<sup>th</sup> Street at-grade crossing study area, one of which meets the criteria for a heritage tree. A summary of the heritage trees is provided in Table 4.3-1, Tree Inventory Summary, and their locations are shown on Figure 4.3-4, Project Site Tree Locations, and Figure 4.3-5, 6<sup>th</sup> Street At-Grade Crossing Tree Locations (Psomas, 2020).

The trees are generally in good health with no conspicuous signs of decay (e.g., trunk cavities, bleeding sap, broken limbs, or fungi). Trees located at the Project site were consistently maintained within the past year, prior to closing of the site. Evaluation of these trees was based on a visual assessment from the ground.

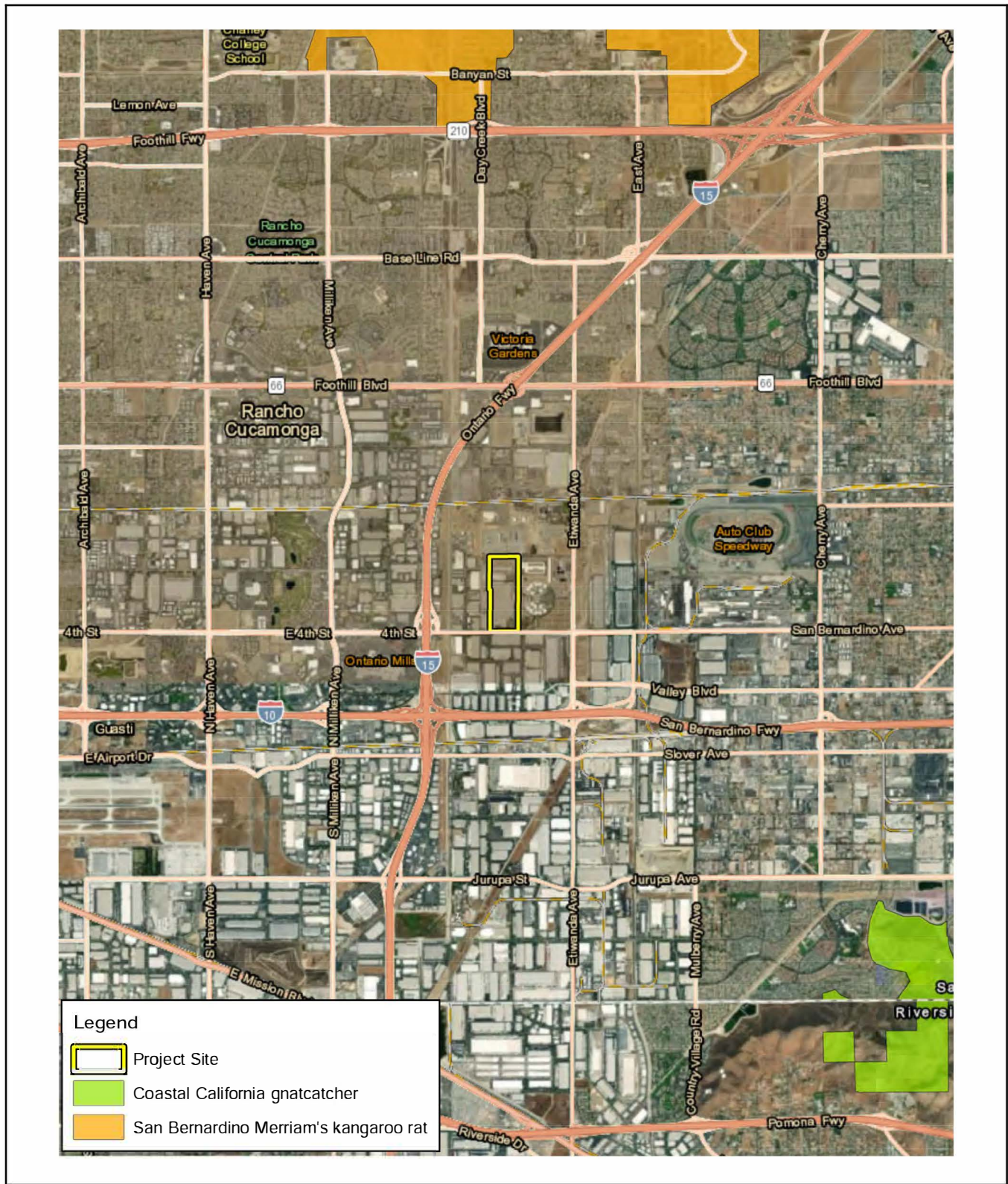
Eucalyptus trees that occur as part of a windrow are the most common heritage tree on-site and consist of red ironbark trees located to the north and west of the existing warehouse facility. Eucalyptus windrows are comprised of planted, mature individuals that are greater than nine inches in trunk diameter. Additional volunteer eucalyptus saplings are interspersed throughout these windrows. These saplings are less than five inches in trunk diameter and were not documented as they are not considered to be part of the original windrow.

Western sycamores comprise the second most common heritage tree species and are concentrated mainly along the northeast and southeast portions of the site. The sycamores are all mature specimens with evidence of anthracnose and minor leaf and limb dieback. While the anthracnose has only a minor negative effect on the health of these trees, it has resulted in a moderate decline of their aesthetics.

The remaining heritage tree species on the Project site consist of white alder, silk floss tree, sweet gum, Canary Island pine, Italian stone pine, and Peruvian pepper tree. Nearly all these trees were rated as having good health. These trees are scattered to the north and south of the large warehouse complex. Notably, two white alders are located in the southwest corner of the site. This species is water-loving and requires more care in a landscaped environment. With no ongoing maintenance, the health and aesthetics of these trees are likely to decline.

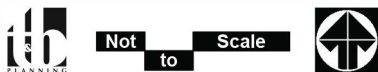
Other tree species on the Project site that did not qualify as heritage trees are mainly located within the parking lot areas and along their borders. Most of these trees are either carrotwood (*Cupaniopsis anacardioides*) or Brazilian pepper trees (*Schinus terebinthifolia*). An employee picnic area to the north of the warehouse has a surrounding garden containing Mexican fan palm (*Washingtonia robusta*), mulberry (*Morus* sp.), and shamel ash trees (*Fraxinus uhdei*).

Many of the trees on the Project site are planted near pavement, structures, or within basins that likely have limited root development. Minor damage and upheaval are expected to occur as the roots continue to develop. Under existing conditions, stress in the form of reflected heat from nearby structures and pavement affects trees on the Project site.



Source(s): ELMT Consulting (06-24-2020)

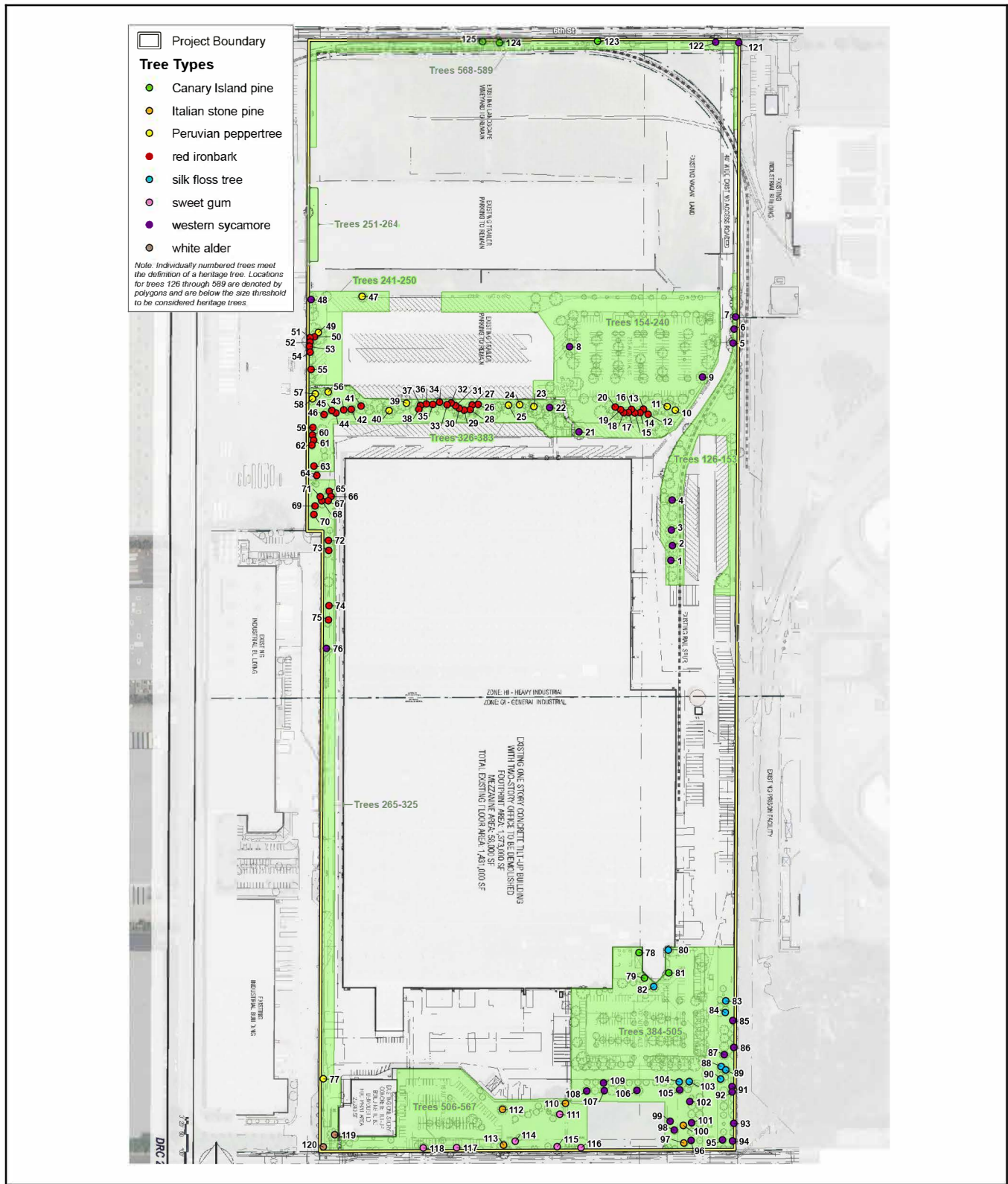
Figure 4.3-3



Not to Scale

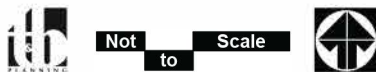
Critical Habitat





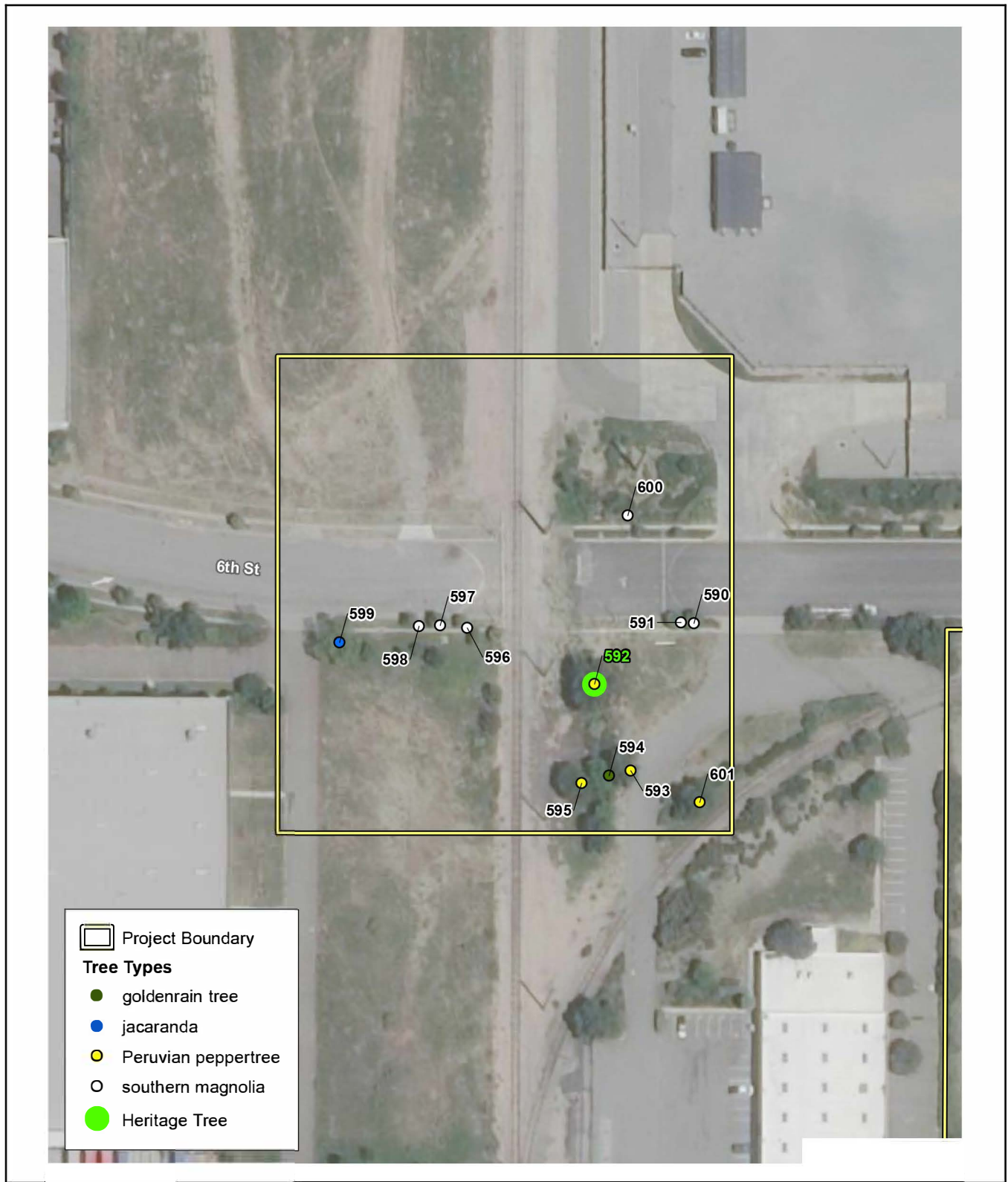
Source(s): PSOMAS (01-22-2021)

Figure 4.3-4



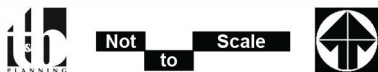
Project Site Tree Locations





Source(s): PSOMAS (01-22-2021)

Figure 4.3-5



6th Street At-Grade Crossing Tree Locations

**Table 4.3-1 Tree Inventory Summary**

Tree Species	Quantity		
	Heritage Trees <sup>1</sup>	Non-Heritage Trees	Total
<b>Trees on the Project Site</b>			
tree-of-heaven <i>Ailanthus altissima</i>	0	1	1
white alder <sup>2</sup> <i>Alnus rhombifolia</i>	2	2	4
silk floss tree <i>Ceiba speciosa</i>	9	18	27
carrotwood <i>Cupianopsis anacardiodes</i>	0	58	58
red ironbark <i>Eucalyptus sideroxylon</i>	51	25	76
shamel ash <i>Fraxinus uhdei</i>	0	3	3
sweet gum <i>Liquidambar styraciflua</i>	6	38	44
white mulberry <i>Morus alba</i>	0	4	4
Canary Island pine <i>Pinus canariensis</i>	6	56	62
Italian stone pine <i>Pinus pinea</i>	5	1	6
western sycamore <sup>2</sup> <i>Platanus racemosa</i>	33	110	143
black willow <sup>2</sup> <i>Salix gooddingii</i>	0	1	1
arroyo willow <sup>2</sup> <i>Salix lasiolepis</i>	0	4	4
Peruvian peppertree <i>Schinus molle</i>	13	53	66
Brazilian peppertree <i>Schinus terebinthifolius</i>	0	65	65
African sumac <i>Searsia lancea</i>	0	19	19
Chinese elm <i>Ulmus parviflora</i>	0	2	2
Mexican fan palm <i>Washingtonia robusta</i>	0	4	4
<b>Project Site Trees Subtotal</b>	<b>125</b>	<b>464</b>	<b>589</b>
<b>Trees Near Railroad Crossing Site</b>			
jacaranda <i>Jacaranda mimosifolia</i>	0	1	1
goldenrain tree	0	1	1

Tree Species	Quantity		
	Heritage Trees <sup>1</sup>	Non-Heritage Trees	Total
<i>Koelreuteria paniculata</i>			
southern magnolia <i>Magnolia grandiflora</i>	0	6	6
Peruvian peppertree <i>Schinus molle</i>	1	3	4
<b><i>Railroad Crossing Trees Subtotal</i></b>	<b>1</b>	<b>11</b>	<b>12</b>
<b>GRAND TOTAL</b>	<b>126</b>	<b>475</b>	<b>601</b>

<sup>1</sup> For the Project site, heritage trees consist of single trunk trees with a diameter at breast height of at least 20 inches, or multi-trunk trees whose trunks are at least 30 inches diameter at breast height cumulatively.  
<sup>2</sup> Native tree species.  
 Source: (Psomas, 2020)

### 4.3.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFWS.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS.
- 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.
- Conflict with the provisions of an adopted HCP, Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan.

#### 4.3.4 ENVIRONMENTAL IMPACTS

##### A. Regulatory Requirements

The Project is required to adhere to the following Regulatory Requirements (RRs). Additionally, RR 9-1 from Section 4.9, Hydrology and Water Quality, of this Draft EIR, is applicable and addresses potential water quality impacts during construction.

**RR 3-1** All construction activities shall comply with the MBTA and *California Fish and Game Code* Sections 3503, 3511 and 3513. The MBTA governs the taking and killing of migratory birds, their eggs, parts, and nests and prohibits the take of any migratory bird, their eggs, parts, and nests. Compliance with the MBTA and *California Fish and Game Code* shall be accomplished by completing the following:

- Construction activities involving vegetation removal shall be conducted between September 1 and January 31. If construction occurs inside the peak nesting season (between February 1 and August 31), a pre-construction survey (or possibly multiple surveys) by a qualified Biologist shall be conducted within 72 hours prior to construction activities to identify any active nesting locations. If the Biologist does not find any active nests, the construction work shall be allowed to proceed. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to active avian nests shall occur.

If the biologist finds an active nest within the pre-construction survey area and determines that the nest may be impacted, the Biologist shall delineate an appropriate buffer zone around the nest. The size of the buffer shall be determined by the Biologist, and shall be based on the nesting species, its sensitivity to disturbance, expected types of disturbance, and location in relation to the construction activities. These buffers are typically 300 feet from the nests of non-listed species and 500 feet from the nests of raptors and listed species. Any active nests observed during the survey shall be mapped on an aerial photograph. Only construction activities (if any) that have been approved by a Biological Monitor shall take place within the buffer zone until the nest is vacated. The Biologist shall serve as a Construction Monitor when construction activities take place near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the pre-construction survey and any subsequent monitoring shall be provided to the Property Owner/Developer and the City. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds.

**RR 3-2** All construction activities shall comply with Sections 3503, 3503.5, 3511 and 3513 of the *California Fish and Game Code*, which protect active nests of any raptor species,

including common raptor species. Compliance with these codes shall be accomplished by completing the following:

- If vegetation is to be cleared during the potential raptor nesting season (December 1 to August 31), all suitable habitat within 500 feet of the construction impact area shall be thoroughly surveyed for the presence of nesting raptors by a qualified Biologist within 72 hours prior to clearing. If the Biologist does not find any active nests, the construction work shall be allowed to proceed. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to active avian nests shall occur.

If any active nests are detected, the area shall be flagged and mapped on the construction plans with a buffer. The size of the buffer shall be determined by the Biologist and shall be based on the nesting species, its sensitivity to disturbance, expected types of disturbance, and location in relation to the construction activities. These buffers are typically 300 feet from the nest of non-listed species and 500 feet from the nests of raptors and listed species. The buffer area shall be avoided until the nesting cycle is complete or until it is determined that the nest has failed. Results of the pre-construction survey and any subsequent monitoring shall be provided to the Property Owner/Developer and the City. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds.

- Although presumed absent, prior to development of the Project site, a pre-construction burrowing owl clearance survey shall be conducted to ensure burrowing owls remain absent from the construction impact area. The clearance survey shall be conducted in accordance with the CDFW (2012) *Staff Report on Burrowing Owl Mitigation* which requires that two clearance surveys be conducted 14 – 30 days and 24 hours prior to any grading or vegetation removal on the Project site. If burrowing owls are observed on the Project site during the pre-construction surveys, a burrowing owl relocation plan shall be prepared and submitted to CDFW for review and approval prior to commencement of vegetation clearing/grubbing, grading, and construction activities on the Project site. The burrowing owl relocation plan shall outline methods to relocate any burrowing owls occurring on the Project site and ensure compliance with the MBTA and *California Fish and Game Code*. If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows will not be disturbed and will be provided with a protective buffer unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of

independent survival. The size of the buffer will depend on the time of year and level disturbance as outlined in the CDFW Staff Report.

**RR 3-3** All tree replacement, protection, and maintenance associated with implementation of the Project shall be conducted in accordance with the requirements set forth in Chapter 17.80 of the City's Development Code.

**RR 3-4** In compliance with the City's Tree Removal Permit process (Rancho Cucamonga Development Code, Chapter 17.16.080), the Property Owner/Developer shall obtain a Tree Removal Permit from the Planning Director prior to removal, relocation, or destruction of any heritage tree. Conditions imposed by the Planning Director for replacement of removed trees or tree relocation shall be completed by the Property Owner/Developer.

**B. Impact Analysis**

***Threshold 3.1 Would the Project have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?***

The Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area consist of two land cover types that would be classified as disturbed and developed. As identified in Section 4.3.2 above, 13 sensitive plant species and 34 sensitive wildlife species have previously been recorded on the Guasti 7.5-minute quadrangle, which includes the Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area. However, no sensitive plant or wildlife species were observed in these areas or in surrounding areas within 500 feet during the habitat assessments. Further, these areas have been subject to existing anthropogenic disturbances for many decades. These disturbances have reduced the suitability of the habitat to support special-status plant species known to occur in the general vicinity of the Project site, and reduced potential foraging and nesting/denning opportunities for wildlife species. Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, it was determined that the Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area, and areas within 500 feet do not provide suitable habitat for any of the special-status plant species known to occur in the area and are presumed to be absent from these areas. Disturbances in these areas have greatly reduced if not eliminated potential foraging and nesting/denning opportunities for wildlife species (ELMT, 2020a; ELMT, 2020b). Refer to discussion under Threshold 3.4 regarding migratory birds and raptors, and burrowing owl.

As a result of development and disturbances on and surrounding the Project site, surface soils have been heavily mixed and compacted. The northern portion of the Project site is mapped as Delhi Sands, but the area is disturbed, with heavily mixed soils containing alluvial materials (Tujunga Soils and Hilmar loamy sand) from historic agricultural activities and surrounding development. The Project site and site-adjacent improvement areas are surrounded by existing developments and no longer have connectivity to areas upwind containing Delhi Sands soils, areas subjected to aeolian processes, or areas supporting DSF populations. Therefore, the soils within the northern portion of the Project site



were rated as “unsuitable quality” with a habitat quality rating of 1. The remainder of the site was not evaluated for DSF since it is developed. Therefore, it was determined that the site does not support Delhi Sand soils needed for suitable habitat for DSF and DSF is presumed absent from the Project site. No impacts to DSF would occur and no mitigation is required (ELMT and Bruyea, 2020).

The 6<sup>th</sup> Street at-grade crossing is also mapped as Delhi Sands soil; however, as with the Project site and previously discussed, the soils within the disturbed portions of the 6<sup>th</sup> Street at-grade crossing study area are rated as “unsuitable quality” with a habitat quality rating of 1. This area does not support clean Delhi Sand soils needed for suitable habitat for DSF and DSF is presumed absent from the area. No impacts to DSF would occur with implementation of the 6<sup>th</sup> Street at-grade crossing and no mitigation is required (ELMT, 2021b).

Therefore, implementation of the Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status. No impact would result and no mitigation is required.

**Impact 3.1** The Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area, and surrounding areas, do not support native plant communities, nor do they provide suitable habitat for sensitive plant or wildlife species. Therefore, the Project would not impact Candidate, Sensitive, or Special Status species.

**Threshold 3.2** *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS?*

**Threshold 3.3** *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?*

The USFWS NWI and the USGS National Hydrography Dataset were reviewed to determine if any blueline streams or riverine resources have been documented within or in the immediate vicinity of the Project site, site-adjacent improvement areas, or 6<sup>th</sup> Street at-grade crossing study area; no such resources were identified. Additionally, based on the field investigation conducted for the Project, no jurisdictional drainage and/or wetland features were observed on the Project site, site-adjacent improvement areas, or 6<sup>th</sup> Street at-grade crossing study area that would be considered jurisdictional by the Corps, RWQCB, or CDFW. No other sensitive natural communities were identified as having the potential to occur, and no sensitive natural communities were observed during the field investigation. Additionally, the Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area are not located in federally designated Critical Habitat. Therefore, implementation of the Project would not impact riparian habitat, wetlands, or any sensitive natural community (ELMT, 2021a; ELMT 2021b). No impact would result and no mitigation is required.

As previously identified, there is an ephemeral swale/channel and water detention basin that is off-site and near the eastern Project site boundary. There are existing walls and fences that provide a physical barrier between the Project site and these off-site areas, and no impacts would occur. Further construction activities

on-site would be conducted in compliance with established construction-related water quality protection requirements, including the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit), which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) (refer to RR 9-1 from Section 4.9 of this Draft EIR).

**Impacts 3.2 and 3.3** The Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area do not support riparian habitat; USACE, CDFW, or RWQCB jurisdictional areas; wetlands; or, sensitive natural communities. Therefore, no impact would occur. Potential indirect impacts to the ephemeral channel and water detention basin east of the Project site, which are not within the Project's impact limits, would be less than significant with adherence to construction-related water quality protection requirements.

***Threshold 3.4 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?***

**1. Wildlife Movement**

As noted in the City's General Plan EIR, the City of Rancho Cucamonga, including the Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area does not contain known native wildlife nursery sites (Rancho Cucamonga, 2010b). Furthermore, according to the San Bernardino County General Plan, these areas have not been identified as occurring within a Wildlife Corridor or Linkage; the nearest wildlife corridors are the Santa Ana River located approximately 7.5 miles south of the Project site, and Chino Hills Open Space located approximately 13 miles southwest of the Project (ELMT, 2021a).

The Project would be confined to existing disturbed and developed areas and is surrounded by development, which has removed natural plant communities from the surrounding area. The Project is isolated from regional wildlife corridors and linkages, specifically the Santa Ana River and Chino Hills Open Space, and there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area to any identified wildlife corridors or linkages in the area. As a result, implementation of the Project would not disrupt or have any adverse effects on any migratory corridors or linkages in the surrounding area. No impact would result and no mitigation is required.

**2. Migratory Birds and Nesting Raptors**

As previously discussed, no active nests were observed during the field investigations and the Project site, site-adjacent improvement areas, 6<sup>th</sup> Street at-grade crossing study area, and surrounding areas provide limited foraging and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area. The disturbed northern portion of the Project site, and the 6<sup>th</sup> Street at-grade crossing study area have the potential to provide suitable nesting opportunities for birds that nest on the open ground and those acclimated to routine disturbances.

Based on habitat requirements for specific species and the availability and quality of onsite and surrounding habitats, the Project site and areas within 500 feet have a low potential to support Cooper's hawk and California horned lark, neither of which are federally or state listed as endangered or threatened. The disturbed northern portion of the Project site and the adjacent detention basin provide minimal foraging habitat for these species, and minimal nesting opportunities for California horned lark. Additionally, existing trees provide limited nesting opportunities for Cooper's hawk.

Nesting birds are protected pursuant to the MBTA and *California Fish and Game Code* (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). Pre-construction clearance surveys for nesting bird and raptor species are required to be conducted prior to any vegetation removal, tree removal, or ground disturbing activities that may disrupt the birds during the avian and raptor nesting seasons (refer to RR 3-1 and RR 3-2). The nesting season generally extends from February 1 through August 31, but can vary slightly from year to year based upon seasonal weather conditions. Some raptor species can nest as early as December. Therefore, it is recommended that the nesting bird clearance window be expanded from December 1 through August 31.

The pre-construction clearance survey for nesting avian species and raptors would be conducted within three days prior to any ground disturbing activities to ensure that no nesting birds would be disturbed during construction. As long as development does not cause direct take of a bird or egg(s) or disrupt nesting behaviors, immediate protections would not be required. If an active nest(s) is discovered during the pre-construction clearance survey, construction activities might have to be rerouted; a no-work buffer area may have to be established around the nest; or work might be delayed until the nest is inactive (young have fledged or the nest has failed). RR 3-1 and RR 3-2 require that a biological monitor be present to delineate the boundaries of the buffer area if an active nest is observed and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity.

Although it was determined that the Project site, site adjacent improvement areas, the 6<sup>th</sup> Street at-grade crossing study area, and areas within 500 feet do not have the potential to support burrowing owls, pre-construction burrowing owl clearance surveys would also be required to ensure burrowing owls remain absent from these areas during construction (refer to RR 3-2). If burrowing owls are observed during the pre-construction surveys, a burrowing owl relocation plan would be prepared and submitted to CDFW for review and approval prior to commencement of vegetation clearing/grubbing, grading, and construction activities associated with the Project. The burrowing owl relocation plan would outline methods to relocate any burrowing owls occurring on the Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area per CDFW (2012) and ensure compliance with the MBTA and *California Fish and Game Code*.

Compliance with the MBTA and Sections 3503, 3503.5, 3511 and 3513 of the *California Fish and Game Code*, as outlined in RR 3-1 and RR 3-2 would ensure that potential impacts to nesting birds and raptors are less than significant. No mitigation is required.

**Impact 3.4** The Project site, site-adjacent improvement areas and 6<sup>th</sup> Street at-grade crossing study area do not contain known native wildlife nursery sites and are not within a

Wildlife Corridor or linkage. Vegetation and trees on the Project site, site-adjacent improvement areas, 6<sup>th</sup> Street at-grade crossing study area, and in the vicinity have the potential to provide suitable nesting opportunities for avian and raptor species. Compliance with the MBTA and Sections 3503, 3503.5, 3511 and 3513 of the *California Fish and Game Code*, as outlined in RR 3-1 and RR 3-2 would ensure that potential impacts to nesting birds and raptors are less than significant.

***Threshold 3.5 Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Chapter 17.80, Tree Preservation, of the City of Rancho Cucamonga Development Code, provides for the protection of eucalyptus windrows and heritage trees in the City of Rancho Cucamonga. Section 17.16.080 of the Development Code outlines the requirements for obtaining a Tree Removal Permit. As identified above, there are 125 trees existing on-site that meet the requirements to be considered a heritage tree or are potentially part of a eucalyptus windrow, and there is 1 tree within the 6<sup>th</sup> Street at-grade crossing study area that meets the requirements to be a heritage tree. There are an additional 464 trees within the Project site and site-adjacent improvement areas, and 11 trees within the 6<sup>th</sup> Street at-grade crossing study area that are not heritage trees.

Implementation of the Project would require the removal of existing trees within the Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing study area. As required, any tree removal would be conducted in compliance with the City's requirements and any conditions imposed through the tree removal permit process. Adherence to RR 3-3 (which requires compliance with the Tree Preservation Ordinance) and RR 3-4 (which requires that tree removal permits be obtained) would ensure that Project implementation does not conflict with the City's tree protection policies/requirements. Additionally, approximately 400 new trees would be planted on-site as part of the Project and would include the tree replacement necessary to comply with the City's requirements. Therefore, no impact would occur and no mitigation is required.

While the specific tree replacement requirements (number, size, type, etc.) for the Project would be established with issuance the tree removal permit(s), it is expected that there would be a minimum requirement for replacement of heritage trees at a 1:1 ratio, and that trees that are not located in the public right-of-way would be a minimum box size of 24-inches. The type and size of trees to be planted in the public right-of-way would comply with the standards established by the City's Engineering Department.

**Impact 3.5** Removal of any heritage trees would be conducted in compliance with the City's tree protection policies/requirements, as outlined in RR 3-3 and RR 3-4. No impact would occur related to conflict with tree protection policies or ordinances.

***Threshold 3.6 Would the Project conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan?***

According to Figure RC-4, Sensitive Biological Resources, of the City's General Plan, the Project site is not located within an adopted HCP; NCCP; or other approved local, regional, or State habitat conservation plan area (Rancho Cucamonga, 2010a). Therefore, implementation of the Project would not conflict with the provisions of an adopted plan. No impact would occur.

**Impact 3.6** The Project site is not located within an adopted HCP; NCCP; or other approved local, regional, or State habitat conservation plan area. Therefore, implementation of the Project would not conflict with the provisions of an adopted plan. No impact would occur.

#### **4.3.5 CUMULATIVE IMPACTS**

The City of Rancho Cucamonga, including the Project site, site-adjacent improvement area, and 6<sup>th</sup> Street at-grade crossing study area, is predominantly developed and surrounded by urban development to the south, east, and west. The Project site does not contain sensitive biological resources and, based on information provided in the City's General Plan EIR, potential cumulative projects in other developed areas of the City would not impact areas that contain significant biological resources (Rancho Cucamonga, 2010b). Additionally, any removal of vegetation or trees as part of the Project and any future development in the City would be required to comply with existing regulations for the protection of biological resources (e.g., the MBTA, and the City's Tree Preservation Ordinance, and Tree Removal Permit requirements). Therefore, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to biological resources.

#### **4.3.6 MITIGATION MEASURES**

With adherence to existing regulations outlined in RR 3-1 through RR 3-4, and RR 9-1 in Section 4.9, Hydrology and Water Quality, no significant adverse impacts related to biological resources would result and no mitigation measures are required.

#### **4.3.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Project impacts to biological resources would be less than significant.

#### **4.3.8 REFERENCES**

California Department of Fish and Wildlife (CDFW). 2012 (March 7). *Staff Report on Burrowing Owl Mitigation*. Sacramento, California.

ELMT Consulting (ELMT). 2021a (January 22). *Habitat Assessment for the Proposed Bridge Point Rancho Cucamonga Project Located at 12434 4<sup>th</sup> Street, City of Rancho Cucamonga, San Bernardino County, California*. (Included in Appendix C1 of this Draft EIR).

———. 2021b (January 22). *Habitat Assessment for the Proposed At-Grade Crossing of the BNSF Railroad at 6<sup>th</sup> Street in Association with the Bridge Point Rancho Cucamonga Project*. (Included in Appendix C3 of this Draft EIR).

ELMT and Bruyea Biological Consulting. 2020 (May). *Bridge Point Rancho Cucamonga Project Site, 12434 4<sup>th</sup> Street, City of Rancho Cucamonga, San Bernardino County, California, Delhi Sands Flower-Loving Fly Habitat Suitability Assessment*. (Included as Attachment E in Appendix C1 of this Draft EIR).

Psomas. 2021 (January 22). *Tree Inventory Report for the Bridge Point Rancho Cucamonga Project at 12434 4<sup>th</sup> Street, Rancho Cucamonga, California*. (Included in Appendix C2 of this Draft EIR).

Rancho Cucamonga, City of. 2010a (May 19). *Rancho Cucamonga General Plan*. Available at: <https://www.cityofrc.us/community-development/planning>

———. 2010b (February). *Rancho Cucamonga 2010 General Plan Update Program Environmental Impact Report*.



## 4.4 CULTURAL RESOURCES

This section evaluates the Project’s potential to have adverse effects on historical and archaeological resources. Information presented in this section is derived primarily from *A Phase I Cultural Resources Assessment for the Bridge Point Rancho Cucamonga Project Rancho Cucamonga, California* (Cultural Resources Assessment) dated December 17, 2020, and prepared by Brian F. Smith and Associates (BFSA). This report is included in Appendix D of this Draft Environmental Impact Report (EIR) and summarized in this section.

There were no Notice of Preparation (NOP) comments received addressing archaeological or historic resources; NOP comments addressing tribal cultural resources were received and are discussed in Section 4.14, Tribal Cultural Resources, of this Draft EIR.

### 4.4.1 RELEVANT POLICIES AND REGULATIONS

The following discussion summarizes regulatory information for historic and archaeological resources that is particularly relevant to the Project. Regulatory information specifically relevant to Tribal Cultural Resources (e.g., Assembly Bill [AB] 52) is presented in Section 4.14, Tribal Cultural Resources, of this Draft EIR.

#### A. State

##### 1. *California Environmental Quality Act and California Register of Historical Resources*

The California Environmental Quality Act (CEQA) requires a lead agency to determine whether a project would have a significant effect on one or more historical resources. According to Section 15064.5(a) of the State CEQA Guidelines, a “historical resource” is defined as a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (PRC Section 21084.1); a resource included in a local register of historical resources (CEQA Guidelines, Section 15064.5[a][2]); or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (CEQA Guidelines Section 15064.5[a][3]).

Section 21083.2, 21084.1, and 5024.1 of the Public Resources Code (PRC), and Section 15064.5 of the State CEQA Guidelines were used as the basic guidelines for the cultural resources analysis. Section 5024.1 of the PRC requires evaluation of historical resources to determine their eligibility for listing in the CRHR. The purposes of the CRHR are to maintain listings of the State’s historical resources and to indicate which properties are to be protected from substantial adverse change. Per Section 15064.5(a)(3) of the CEQA Guidelines, the criteria for listing resources in the CRHR, which were expressly developed to be in accordance with previously established criteria developed for listing in the National Register of Historic Places (NRHP) (per the criteria listed at 36 Code of Federal Regulations [CFR] Section 60.4) are stated below. The resource:

- (A) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- (B) Is associated with the lives of persons important in our past;

- (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- (D) Has yielded, or may be likely to yield, information important in prehistory or history.

According to Section 15064.5(b)(1) of the CEQA Guidelines, a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. CEQA defines a substantial adverse change in the significance of an historical resource as "...physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

Section 15064.5(c) of the CEQA Guidelines provides that CEQA applies to effects on archaeological sites and contains the following additional provisions regarding archaeological sites:

- (1) When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subsection (a).
- (2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, Section 15126.4 of the CEQA Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.
- (3) If an archaeological site does not meet the criteria defined in subsection (a), but does meet the definition of a unique archaeological resource in Section 21803.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c-f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.
- (4) If an archaeological resource is neither a unique archaeological nor historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

Section 15064.5 (d) and (e) contain additional provisions regarding human remains (refer to the discussion of PRC Section 5097.98 below).

## **2. California Health and Safety Code (Sections 7050.5, 7051, and 7054)**

These sections of the *California Health and Safety Code* collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the *California Public Resources Code*). These sections also address the disposition of Native American burials in

archaeological sites and protect such remains from disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for (1) the discovery of Native American skeletal remains during construction of a project; (2) the treatment of the remains prior to, during, and after evaluation; and (3) reburial.

Section 7050.5 of the *California Health and Safety Code* specifically provides for the disposition of accidentally discovered human remains. Section 7050.5 states that, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

### **3. *California Public Resources Code (Section 5097.98)***

As identified in Section 15064.5(d) of the CEQA Guidelines, when the existence of, or the probable likelihood, of Native American human remains within the project is identified, a lead agency is required to work with the appropriate Native Americans as identified by the Native American Heritage Commission (NAHC) as provided in PRC Section 5097.98. PRC Section 5097.98 states that, if remains are determined by the Coroner to be of Native American origin, the Coroner must notify the NAHC within 24 hours. When the NAHC receives notification of a discovery of Native American human remains from a County Coroner, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. This regulation also requires that, upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations and all reasonable options regarding the descendants' preferences for treatment. This section of the PRC has been incorporated into Section 15064.5(e) of the CEQA Guidelines.

## ***B. Local***

### **1. *Rancho Cucamonga General Plan***

The Resource Conservation Chapter guides the preservation, protection, conservation, re-use, replenishment, and efficient use of Rancho Cucamonga's limited natural resources, including, but not limited to cultural resources. Should any resources be discovered, the City will take appropriate measures in accordance with existing laws to ensure the proper handling and preservation of artifacts. The Cultural Resources Assessment included in Appendix D, and this Draft EIR section, provide the required analysis of impacts to cultural resources, and identifies mitigation measures to reduce potential impacts.

The Managing Land Use, Community Design, and Historic Resources Chapter defines the distribution and location of land uses to achieve economic efficiency, to balance aesthetic appeal and functionality, and to preserve historical resources in an effort to enhance the overall quality of community life. The Historic Resources Element of the Managing Land Use, Community Design, and Historic Resources Chapter addresses the City's historical development, historic resources (sites and routes), and goals and policies for historic preservation. Figure LU-8, Historic Resources, of the General Plan, does not identify any designated historic sites on the Project site. The Atchison Topeka & Santa Fe Railway (now Burlington Northern Santa Fe [BNSF] Railway) north of the Project site is identified as a historic transportation route.

#### 4.4.2 EXISTING SETTING

##### A. Archaeological Resources

###### 1. *Prehistoric Period*

Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Shoshonean groups are the three general cultural periods represented in San Bernardino County. These periods are summarized below and further described in the Cultural Resources Assessment included in Appendix D. Reference is also made to the geological framework that divides the culture chronology of the area into four segments: the late Pleistocene (20,000 to 10,000 YBP [years before the present]), the early Holocene (10,000 to 6,650 YBP), the middle Holocene (6,650 to 3,350 YBP), and the late Holocene (3,350 to 200 YBP). The discussion of the cultural history of San Bernardino County presented in the Cultural Resources Assessment included in Appendix D references the San Dieguito Complex, Encinitas Tradition, Milling Stone Horizon, La Jolla Complex, Pauma Complex, and San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component present in the southwestern area of San Bernardino County was represented by the Gabrielino and Serrano Indians. A discussion of the ethnohistoric and ethnographic background of the Project site and surrounding areas is provided in Section 4.14, Tribal Cultural Resources, of this Draft EIR.

- **Paleo Indian Period (Late Pleistocene: 11,500 to circa 9,000 YBP).** The Paleo Indian Period is associated with the terminus of the late Pleistocene. The environment during the late Pleistocene was cool and moist, which allowed for glaciation in the mountains and the formation of deep, pluvial lakes in the deserts and basin lands. However, by the terminus of the late Pleistocene, the climate became warmer, which caused glaciers to melt, sea levels to rise, greater coastal erosion, large lakes to recede and evaporate, extinction of Pleistocene megafauna, and major vegetation changes. Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using a more generalized hunting, gathering, and collecting adaptation utilizing a variety of resources including birds, mollusks, and both large and small mammals.
- **Archaic Period (Early and Middle Holocene: circa 9,000 to 1,300 YBP).** The Archaic Period of prehistory began with the onset of the Holocene around 9,000 YBP. The transition from the Pleistocene to the Holocene was a period of major environmental change throughout

North America. The general warming trend caused sea levels to rise, lakes to evaporate, and drainage patterns to change. In Southern California, the general climate at the beginning of the early Holocene was marked by cool/moist periods and an increase in warm/dry periods and sea levels. The coastal shoreline at 8,000 YBP, depending upon the particular area of the coast, was near the 20-meter isobath, or one to four kilometers further west than its present location.

The rising sea level during the early Holocene created rocky shorelines and bays along the coast by flooding valley floors and eroding the coastline. The warming trend and rising sea levels generally continued until the late Holocene (4,000 to 3,500 YBP). At the beginning of the late Holocene, sea levels stabilized, rocky shores declined, lagoons filled with sediment, and sandy beaches became established. The sedimentation of the lagoons was significant in that it had profound effects on the types of resources available to prehistoric peoples. Habitat was lost for certain large mollusks but habitat was gained for other small mollusks. The changing lagoon habitats resulted in the decline of larger shellfish, the loss of drinking water, and the loss of Torrey Pine nuts, causing a major depopulation of the coast as people shifted inland to reliable freshwater sources and intensified their exploitation of terrestrial small game and plants, including acorns.

The Archaic Period in Southern California is associated with a number of different cultures, complexes, traditions, horizons, and periods, including San Dieguito, La Jolla, Encinitas, Milling Stone, Pauma, and Intermediate.

- **Late Prehistoric Period (Late Holocene: 1,300 YBP to 1790).** Approximately 1,350 YBP, a Shoshonean-speaking group from the Great Basin region moved into San Bernardino County, marking the transition to the Late Prehistoric Period. This period has been characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. Technological developments during this period included the introduction of the bow and arrow between A.D. 400 and 600 and the introduction of ceramics. Atlatl darts were replaced by smaller arrow darts, including the Cottonwood series points. Other hallmarks of the Late Prehistoric Period include extensive trade networks as far reaching as the Colorado River Basin and cremation of the dead.

### ***Results of the Records Search***

BFSA conducted a records search at the South-Central Coastal Information Center (SCCIC) located at California State University, Fullerton (CSUF), which is the State of California's official cultural resource records repository for San Bernardino County. In addition to the SCCIC data, additional information was obtained from both private and public sources to further assess the project's sensitivity for cultural resources. The records search for the project did not identify any previously recorded cultural resources within the Project site. However, five cultural resources have been recorded within one-mile of the area covered by the Cultural Resources Assessment, which consists of the Project site and site-adjacent improvement areas. The results of the records search are provided in the Confidential

Appendix to the Cultural Resource Survey, which is available for review at the City of Rancho Cucamonga Planning Department.

All of the resources are historic, and include the remnants of the Kaiser Steel Mill, two railroad alignments, structures (no longer standing) associated with the Etiwanda Grape Products Company, and the Etiwanda Power Plant/Substation. Brief descriptions of the sites located within a one-mile radius are provided in Table 4.4-1, Previously Recorded Archaeological Sites Within a One-Mile Radius of the Project, and the complete records search results are provided in Appendix D. Based on the records search results, a total of 47 cultural resource studies have been conducted within a one-mile radius of the Project; however, none of the studies included the Project site or site-adjacent improvement areas.

**Table 4.4-1 Previously Recorded Archaeological Sites Within a One-Mile Radius of the Project**

Site Number	Site Description
SBR-4131H	Kaiser Steel Mill (Point of Historical Interest)
SBR-6847H	Historic Atchison-Topeka & Santa Fe Railroad alignment
SBR-10,330H	Historic Southern Pacific Railroad alignment
P-36-016452	Historic Etiwanda Grape Products Company
Not formally recorded with the SCCIC	Historic Etiwanda Power Plant/ Substation
Source: (BFSA, 2020)	

The records search and literature review suggest that there is a low potential for archaeological sites to be contained within the boundaries of the Project site and site-adjacent improvement areas because it has been previously graded and developed and historically consisted of an agricultural field. Further, although seasonal drainages did traverse the area before their channelization, the area does not appear to have ever contained permanent/year-round sources of water, bedrock outcroppings, or other advantageous features, and prehistorically, likely had minimal food resources. In addition, the records search results only show that historic resources, all of which are associated with the built environment, have been recorded within a one-mile radius. Given the known settlement of the region, the frequency and type of resources surrounding the project, and the developed nature of the parcel, there is a low potential for archaeological discoveries at the Project site and site-adjacent improvement areas.

**2. Results of the Site Survey**

An archaeological survey was conducted by BFSA on March 31, 2020. The entire Project site and site-adjacent improvement areas along 4<sup>th</sup> Street and 6<sup>th</sup> street were accessible and included in the survey. An archaeological survey for the 6<sup>th</sup> Street at-grade crossing study area, which is located west of the Project site where 6<sup>th</sup> Street would cross the railroad track, was conducted on September 1, 2020. The surveys were accomplished by walking transects in 5- to 10-meter intervals across the property when not hindered by the existing structure and hardscape. Within the developed areas, the surveys primarily focused on landscaped areas where the exposed ground was visible.



The survey areas have either been previously disturbed or subjected to some degree of grading and development. Due to the prior disturbance and/or development, visibility of the natural ground surface was limited. Vegetation within the Project site primarily consisted of maintained commercial landscaping, remnant grape vines, and non-native weeds and grasses dominated the vegetation found within the vineyard. This characterization of a disturbed landscape is relevant to the consideration of the presence of cultural resources within the Project site and site-adjacent improvement areas.

The survey of the proposed 6<sup>th</sup> Street railroad crossing location resulted in the identification of a railroad spur alignment that is stamped “R.E.O COLORADO 1942”, further discussed under the “Historic Context”, below.

The intensive archaeological survey did not result in the identification of any significant cultural resources. The previous disturbance may have contributed to the survey results; however, no evidence was detected during the survey or records search to suggest the prior existence of any archaeological sites at the Project site, site-adjacent improvement areas, or 6<sup>th</sup> Street at-grade crossing.

## ***B. Historic Context***

### ***1. Regional Context***

The historic background for the region began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached Southern California in 1769 with the intention of converting and civilizing the indigenous populations, as well as expanding the knowledge of and access to new resources in the region. In the late eighteenth century, the San Gabriel (Los Angeles County), San Juan Capistrano (Orange County), and San Luis Rey (San Diego County) missions began colonizing Southern California, and gradually expanded their use of the interior valley (presently western Riverside County) for raising grain and cattle to support the missions. The San Gabriel Mission claimed lands in what is presently Jurupa, Riverside, San Jacinto, and the San Geronio Pass, while the San Luis Rey Mission claimed land in what is presently Lake Elsinore, Temecula, and Murrieta (American Local History Network: Riverside County, California 1998). The indigenous groups who occupied these lands were recruited by missionaries, converted, and put to work in the missions. Throughout this period, the Native American populations were decimated by introduced diseases, a drastic shift in diet resulting in poor nutrition, and social conflicts due to the introduction of an entirely new social order.

In the mid- to late 1770s, Juan Bautista de Anza passed through much of what is now Riverside County while searching for an overland route from Sonora, Mexico to San Gabriel and Los Angeles, describing fertile valleys, lakes, and sub-desert areas. Spanish missionaries formed Mission San Gabriel in the San Bernardino Valley in the early nineteenth century. The mission established Rancho San Bernardino in 1819, which included the present-day areas of San Bernardino, Fontana, Rialto, Redlands, and Colton. Since there was no reliable water source in the area, from 1819 to 1820, the missionaries developed a zanja through the use of Native American labor from the Guachama Rancheria. The creation of the zanja was implemented to divert waters from Mill Creek all the way through the city of Redlands, ending near the mission to assist with agricultural enterprises. The new water source allowed nearby ranching districts to develop during the nineteenth century.

Mexico gained independence in 1822 and desecularized the missions in 1832, signifying the end of the Mission Period. By this time, the missions owned some of the best and most fertile land in Southern California. The new government began distributing the vast mission holdings to wealthy and politically connected Mexican citizens. The “grants” were called “ranchos,” and many of these ranchos have lent their names to modern-day locales. The treatment of Native Americans grew worse during the Rancho Period. Most of the Native Americans were forced off of their land or put to work on the now privately-owned ranchos, most often as slave labor. Native American culture had been disrupted to the point where they could no longer rely upon prehistoric subsistence and social patterns. The Mexican and American ranchers did not accept Native Americans into their social order and used them specifically for the extraction of labor, resources, and profit. Rather than being incorporated, they were either subjugated or exterminated. In 1846, war erupted between Mexico and the United States. In 1848, with the signing of the Treaty of Guadalupe Hidalgo, the region was annexed as a territory of the United States, leading to California becoming a state in 1850.

By the late 1880s and early 1890s, there was growing discontent between San Bernardino and Riverside, its neighbor 10 miles to the south, due to differences in opinion concerning religion, morality, the Civil War, politics, and fierce competition to attract settlers. After a series of instances in which charges were claimed about unfair use of tax monies to the benefit of only San Bernardino, several people from Riverside decided to investigate the possibility of a new county. In May 1893, voters living within portions of San Bernardino County (to the north) and San Diego County (to the south) approved the formation of Riverside County.

## **2. *City of Rancho Cucamonga***

The word “Cucamonga” is Shoshone in origin, meaning “sandy place,” and was first documented in 1811 in records of Mission San Gabriel. The 13,000-acre Rancho Cucamonga was granted to Tiburcio Tapia, the President of the Los Angeles City Council, in 1839. Tapia lived on the land granted to him, on top of Red Hill, planted vineyards, and built a small winery (enlarged and called Thomas Winery in 1933 and Filippi Vineyards in 1967). These historic winery buildings are located at the northeast corner of Foothill Boulevard and Vineyard Avenue and are currently used for commercial purposes.

Tapia’s daughter, Maria Merced Tapia de Prudhomme, inherited Rancho Cucamonga after Tapia died in 1845, and her husband, Leon Victor Prudhomme, took control until he sold it to John Rains in 1858. Rains expanded the vineyards on the rancho with the addition of roughly 125,000 to 150,000 new vines. When Rains was found murdered in 1862, his widow, Dona Maria Merced Williams de Rains, inherited the rancho, but encountered financial problems and lost it, effectively ending the rancho era in the Cucamonga area.

The City of Rancho Cucamonga was incorporated in 1977, and included three towns: Cucamonga, Alta Loma, and Etiwanda. In the late nineteenth century, agriculture became the main industry in the area, including citrus fruits and wine-making grapes. Although the agriculture industry in Rancho Cucamonga has changed over time, it remains a recognizable feature of the city’s landscape.

### 3. *Project Site*

During preparation of the Cultural Resources Assessment, BFSa also reviewed the following sources for historic data: the NRHP Index; Office of Historic Preservation (OHP), Archaeological Determinations of Eligibility (ADOE); the Office of Historic Places Built Environment Resources Directory (BERD); historic U.S. Geological Survey's (USGS) maps including the 1897 and 1944 15' Cucamonga and the 1953 7.5' Guasti quadrangle maps; and aerial photographs (1938 to 2016).

None of these additional sources identified any resources within the Project site or site-adjacent improvement areas. Historic aerial photographs indicate the Project site did not historically contain structures, as it was primarily utilized for agriculture until the late-twentieth century. The agricultural use of the Project site for the growing of grapes during the early to mid-twentieth century, as visible in historic aerial photographs and represented by the remnant vineyard found within the north portion of the project. The National Register-eligible Guasti Historic District, which is comprised of over 50 buildings and features (many of which have been removed), is situated on Guasti Road between Archibald and Turner avenues, approximately 3.5 miles southwest of the Project site, and was named for Secundo Guasti, an Italian immigrant who planted vineyards in the area in 1902.

Secundo Guasti purchased a town site called Zucker in 1900, which had begun to grow around the 1875 Southern Pacific Railroad's South Cucamonga Station, and established the Italian Vineyard Company. By 1910, the Guasti vineyards consisted of 5,000 acres, which extended from the foothills of the San Gabriel Mountains into the valley floor, and Zucker was renamed Guasti. The vineyard cultivated a large variety of grapes specifically suited for wine, particularly for sherry and port varieties. In spite of Prohibition and two World Wars, the Guasti Winery remained in production until about 1962 when wine-making operations were relocated. In 1975, the Guasti Winery was designated a California Point of Historical Interest.

Despite Guasti being one of the largest wine producers in the region, it should also be noted that other large wineries operated within the region during the same time period, including the Haven Vineyard Company/Cucamonga Pioneer Winery at Haven and Humboldt avenues; the Garrett and Company/Mission Winery at Foothill Boulevard and Haven Avenue; the Cucamonga Vintage Company near 8th and Turner streets; the Ellena Regina Winery at 12467 Baseline Road; the Aggazzotti Winery at 11929 Foothill Boulevard; the Etivista Winery at 12742 Foothill Boulevard; and numerous small wineries operating out of rural single-family properties. Therefore, the agricultural history noted within the Project site is a remnant of the historic fabric of the region. However, considering the breadth of the winery industry in the region during the twentieth century, what remains of the remnant vineyard within the project is not unique, nor can it be directly linked to any of the specific wineries that operated throughout the vicinity of the Project site.

Based on the available aerial photographs, the Project site was partially developed between 1977 and 1985. Further, San Bernardino County parcel data lists the current development within the Project site with a construction date of 1984. The 1985 aerial photograph shows most of the current development, including the modern railroad spur associated with the distribution center, was constructed in the early 1980s. Although the 1985 aerial photograph shows the railroad spur along the northern boundary, it appears that the bulk of the northern half of the Project site remained in use as a vineyard while the

existing warehouse to the south appears to have only been about half of its current size. By 1994, the warehouse structure had been extended north, and additional parking, landscaping, and hardscape was added to the northern half of the project encroaching into the previous vineyard, similar to the current state of the Project site. The late 1970s and early 1990s buildings and infrastructure currently present within the Project site do not meet the minimum age threshold to be considered historic under CEQA.

#### **4. *6<sup>th</sup> Street At-Grade Crossing***

According to aerial photographs, the railroad spur alignment within the 6<sup>th</sup> Street at-grade crossing study area was constructed between 1960 and 1966. When initially installed, the tracks consisted of a spur that extended along the alignment of a former agricultural access road (south from SBR-6847H, the historic late 1800s Atchison-Topeka & Santa Fe Railroad alignment) to the north and terminating at 4<sup>th</sup> Street. The spur appears to have been constructed to facilitate the shunting of railroad cars between the new industrial warehouses being constructed in the region north to the mainline. This railroad spur alignment is still active and utilized by the BNSF Railway. Additional sub-spurs have been constructed branching off this line to various warehouses constructed in the area throughout the late twentieth century.

Since the 6<sup>th</sup> Street railroad spur meets the 50-year age threshold to be considered historic under CEQA, it was recorded as an update to SBR-6847H, which is the nearby tie-in for the railroad spur and which was previously determined to be ineligible for the NRHP and the CRHR. The 6<sup>th</sup> Street at-grade crossing study area has been subjected to maintenance and improvement activities since its construction, including modern electrical poles, sidewalks, and the westward extension of 6<sup>th</sup> Street between 2004 and 2009. Therefore, the railroad spur crossing at 6<sup>th</sup> Street does not possess historic integrity, is not associated with any significant events or people, does not embody the distinctive characteristics of a type, period, or method of construction, does not represent the work of a master, does not possess high artistic values, and is not likely to yield important information in prehistory or history. The Project-specific Cultural Resources Assessment concurs with the previous evaluation of SBR-6847H and the addition of the 1960s railroad spur alignment at 6<sup>th</sup> Street to the site record for Site SBR-6847H does not change the significance assessment for the site (ineligible for the NRHP and the CRHR).

#### **4.4.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on cultural resources if it will:

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

#### 4.4.4 ENVIRONMENTAL IMPACTS

##### A. Regulatory Requirement

The Project is required to adhere to the following Regulatory Requirement (RR).

**RR 4-1** If human remains are encountered during the conduct of ground-disturbing activities, Section 7050.5 of the *California Health and Safety Code* states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Section 5097.98 of the *California Public Resources Code*. The provisions of Section 15064.5 of the California Environmental Quality Act Guidelines shall also be followed. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. These requirements shall be included as notes on the contractor specification and verified by the Community Development Department, prior to issuance of grading permits.

##### B. Impact Analysis

***Threshold 4.1 Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?***

As previously discussed, the records search results indicate that historic resources have been recorded within one-mile of the Project site, which are primarily associated with the built environment. However, historic aerial photographs indicate the Project site and site-adjacent improvement areas did not historically contain structures. Redevelopment of the Project site would require the demolition of all structures (i.e., a retail building and a warehouse building) that are located on the Project site under existing conditions. As all buildings and infrastructure currently present within the Project site was developed between the late 1970s and early 1990s, the current development is modern and not does not meet the minimum age threshold to be considered a historic resource pursuant to CEQA Guidelines Section 15064.5.

As previously identified, the BNSF railroad north of the Project site is identified as a historic transportation route in the General Plan Resource Conservation Chapter; however, the Project does not involve any activities that would encroach in the railroad right-of-way. Further, the 6<sup>th</sup> Street railroad spur alignment within the proposed 6<sup>th</sup> Street at-grade crossing location recorded as part of SBR-6847H is not CEQA-significant.

Therefore, implementation of the Project would not impact a known significant historic resource and no mitigation is required.

**Impact 4.1** The Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines.

***Threshold 4.2 Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

As previously discussed, site survey, records search, and literature review conducted for the Project, most of the Project site and site-adjacent improvement areas, and the 6<sup>th</sup> Street at-grade crossing study area have been previously graded and developed or have been historically utilized for agriculture. No archaeological resources were identified. Prehistorically, the Project site and surrounding area was not commonly used for habitation or resource gathering, as demonstrated by the minimal archaeological evidence in the area. As a result of previous ground-disturbing activities associated with the agricultural uses and current development of the Project site, site-adjacent improvement areas, and 6<sup>th</sup> Street at-grade crossing, there is little potential for archaeological resources to be present or disturbed by the construction activities associated with implementation of the Project. Therefore, no further archaeological study or construction monitoring for archaeological resources is recommended in the Cultural Resources Assessment.

Notwithstanding, there is a possibility that archaeological resources may be present beneath the surface, and may be impacted by deeper ground-disturbing activities associated with Project construction. Notably, as further described in Section 3.0, Project Description, of this Draft EIR, excavation for installation of the Project's infiltration vaults would extent to depths of up to approximately 26-feet below the ground surface. Therefore, there is a potential that previously undiscovered archaeological resources would be encountered during excavation activities in native soils, resulting in a potentially significant impact prior to mitigation. Mitigation measure (MM) 4-1 requires that prior to the commencement of grading, a qualified archaeologist be retained to conduct contractor training so all personnel are aware of the potential for the presence of resources at the site and understand the protocols to follow in the event of a discovery. In the unlikely event that archaeological resources are unearthed, resulting in a potential loss of a previously unknown resource, MM 4-2 requires a qualified archaeologist must be retained to evaluate the find and make decisions on its disposition. With implementation of these mitigation measures, impacts to archaeological resources would be less than significant.

**Impact 4.2** The Project has a low potential to impact unknown archaeological resources; however, there is a potential to encounter subsurface archaeological resources during construction resulting in a potentially significant impact prior to mitigation. Implementation of MM 4-1 and MM 4-2 would reduce this impact to a less than significant level.



***Threshold 4.3 Would the Project disturb any human remains, including those interred outside of formal cemeteries?***

According to a Sacred Lands Files (SLF) search conducted during preparation of the Cultural Resources Assessment, no sacred sites or locations of religious or ceremonial importance were found on the Project site or within a one-mile radius of the Project site. As identified in Section 4.14, Tribal Cultural Resources, of this Draft EIR, the lack of sacred sites or locations was validated during the Native American consultation conducted by the City pursuant to AB 52 and SB 18. As discussed previously, the Project site and site-adjacent improvement areas have been previously graded and developed or has been historically used for agricultural purposes. No conditions exist that suggest human remains are likely to be found. Additionally, due to previous grading and development on the Project site, site-adjacent improvement areas, and proposed 6<sup>th</sup> Street at-grade crossing, it is not expected that human remains, including those interred outside formal cemeteries, would be encountered during ground-disturbing activities associated with the Project.

If human remains were found, those remains would require proper treatment, in accordance with applicable laws. Sections 7050.5–7055 of the *California Health and Safety Code* describe the general provisions for human remains. Specifically, Section 7050.5 of the *California Health and Safety Code* describes the protocols to be followed in the event that human remains are accidentally discovered during excavation of a site. In addition, the requirements and procedures set forth in PRC Section 5097.98 would be implemented. If human remains are found during excavation, construction activities must stop in the vicinity of the find and in any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been notified; the remains have been investigated; and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered (refer to RR 4-1), potential impacts would be less than significant.

**Impact 4.3** Construction activities would not disturb known human remains. However, if human remains are encountered in subsurface soils, implementation of RR 4-1 would ensure potential impacts are less than significant.

#### **4.4.5 CUMULATIVE IMPACTS**

The cumulative area for cultural resources is the City of Rancho Cucamonga. As discussed above under Threshold a, there are five historical resources located within one-mile of the Project site; however, none are located on the Project site. As identified in the General Plan EIR, there are 18 archaeological sites identified within the City; however, none are located on the Project site. One archaeological site in the City included cremated prehistoric human remains; however, that site is not located within the Project area.

Direct impacts to on-site cultural resources and human remains are site-specific and would not result in significant cumulative impacts. The Project, in conjunction with cumulative development, including projects implementing the Rancho Cucamonga General Plan, could lead to accelerated degradation of previously unknown archaeological resource sites. However, each development proposal received by

the City undergoes environmental review and would be subject to the same resource protection requirements as the Project as outlined in the Rancho Cucamonga General Plan and General Plan EIR. If there is a potential for significant impacts on cultural resources, an investigation will be required to determine the nature and extent of the resources and to identify appropriate mitigation measures, including requirements such as those identified in this section. The Project includes measures to identify, recover, and/or record any cultural resources that may occur within the Project limits resulting in less-than-significant impacts. Although unlikely to occur, potential impacts associated with human remains would be reduced to a less than significant level with adherence to existing State law.

To the extent that the Rancho Cucamonga General Plan EIR concludes that implementation of development pursuant to the Rancho Cucamonga General Plan would not have a significant effect on cultural resources, it can be concluded that there are no projects that would, in combination with the Project, result in any significant cumulative impacts on historical or archaeological resources or on impacts to human remains. Therefore, the Project would have no significant cumulative impacts associated with cultural resources.

#### **4.4.6 MITIGATION MEASURES**

**MM 4-1** Prior to site preparation or grading activities, construction personnel shall be instructed by a qualified Archaeologist of the potential for encountering unique archaeological resources and instructed on steps to take in the event such resources are encountered. This shall include the provision of written materials to familiarize personnel with the range of resources that might be expected, the type of activities that may result in impacts, and the legal framework of cultural resources protection. All construction personnel shall be instructed to stop work in the vicinity of a potential discovery until a qualified Archaeologist assesses the significance of the find and implements appropriate measures to protect or scientifically remove the find. Construction personnel shall also be informed that unauthorized collection of archaeological resources is prohibited.

**MM 4-2** In the event that cultural resources are inadvertently unearthed during excavation and grading activities, the Contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Property Owner/Developer shall retain a qualified Archaeologist (Project Archaeologist), subject to approval by the City of Rancho Cucamonga, to evaluate the significance of the find and to determine an appropriate course of action. All artifacts except for human remains and related grave goods or sacred objects belong to the Property Owner.

All artifacts discovered at the development site shall be inventoried and analyzed by the Project Archaeologist. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation or returned to the Property Owner, as deemed appropriate.

If any artifacts of Native American origin are discovered, the Property Owner/Developer and Project Archaeologist shall notify the City of Rancho Cucamonga Planning Department and the appropriate local Native American tribe identified by the Native American Heritage Commission. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the tribe (refer to MM 14-1 through MM 14-6 in Section 4.14, Tribal Cultural Resources). All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling (see RR 4-1).

Once ground-altering activities have ceased or the Project Archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Rancho Cucamonga Planning Department.

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Rancho Cucamonga Planning Department, shall signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the Archaeological Information Center (AIC) at the San Bernardino County Museum and the Native American tribe, as appropriate.

#### **4.4.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Project impacts to related to cultural resources would be less than significant after mitigation.

#### **4.4.8 REFERENCES**

Brian F. Smith and Associates, Inc. (BFSA). 2020 (December 17). *A Phase I Cultural Resources Assessment for the Bridge Point Rancho Cucamonga Project Rancho Cucamonga, California*. (Included in Appendix D of this Draft EIR).

Rancho Cucamonga, City of. 2010a (May). *Rancho Cucamonga General Plan*. Available at: <https://www.cityofrc.us/community-development/planning>

———. 2010b (February). *Rancho Cucamonga 2010 General Plan Update Program Environmental Impact Report*.

## **4.5 ENERGY**

This section evaluates the Project's potential impacts to energy. This analysis addresses the Project's energy consumption during construction and operation. Information presented in this section is primarily based on the *Bridge Point Rancho Cucamonga Energy Analysis* (Energy Analysis) prepared by Urban Crossroads (April 15, 2021) and included in Appendix E of this Draft EIR (Urban Crossroads, 2021a). References used in preparation of this section are listed under Section 4.5.8, *References*.

There were no Notice of Preparation (NOP) comment letters received related to energy.

### **4.5.1 RELEVANT POLICIES AND REGULATIONS**

#### ***A. Federal Policies and Regulations***

##### ***1. Intermodal Surface Transportation Efficiency Act Of 1991 (ISTEA)***

The ISTEA promoted the development of inter-modal transportation systems to maximize mobility and address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

##### ***2. The Transportation Equity Act for the 21st Century (Tea-21)***

TEA-21 was signed into law in 1998 and built upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorized highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

#### ***B. State Policies and Regulations***

##### ***1. Integrated Energy Policy Report (IEPR)***

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety (Public Resources Code Section 25301a). The Energy Commission prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the IEPR.

The 2019 IEPR was adopted on January 31, 2020, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2019 IEPR focuses on a variety of topics such as including the environmental performance of the electricity generation system, landscape-scale planning, the response to the gas leak at the Aliso Canyon natural gas storage facility, transportation fuel supply reliability issues, updates on Southern California electricity reliability, methane leakage, climate adaptation activities for the energy sector, climate and sea-level rise scenarios, and the California Energy Demand Forecast. The 2020 IEPR Update was adopted on March 17, 2021. The latest 2020 IEPR Update builds on the 2019 IEPR. Similar to the 2019 IEPR, the 2020 IEPR shows that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements.

## **2. *State of California Energy Plan***

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. The plan identifies several strategies to further this policy, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

## **3. *Title 24, Part 6, Energy Efficiency Standards and California Green Building Standards***

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, 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 greenhouse gas (GHG) emissions. The CEC adopted the 2019 version of Title 24, which became effective on January 1, 2020. The 2019 Title 24 requirements apply to building permit applications submitted on or after January 1, 2020. The 2019 Title 24 standards require solar photovoltaic (PV) systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand-responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy than the residential homes built under the 2016 standards. Additionally, after the implementation of solar PV systems, homes built under the 2019 standards will use approximately 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code.

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen), is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went into effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2019 California

Green Building Code Standards that became effective January 1, 2020. Provisions of the CalGreen standards applicable to the Project are outlined in Section 4.2, *Air Quality*, of this Draft EIR.

#### **4. *AB 1493 Pavley Regulations and Fuel Efficiency Standards***

California 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. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently, a reduction in fuel consumption.

#### **5. *California's Renewable Portfolio Standard (RPS)***

First established in 2002 under Senate Bill (SB) 1078, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable resources to 33% of total retail sales by 2020.

#### **6. *Clean Energy and Pollution Reduction Act of 2015 (SB 350)***

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States (U.S.).

### ***C. Local Policies and Regulations***

#### **1. *Rancho Cucamonga General Plan***

The City of Rancho Cucamonga General Plan is discussed in detail in Section 4.10, Land Use and Planning, of this Draft EIR. Relevant to energy, the Managing Land Use, Community Design, and Historic Resources Chapter; Resource Conservation Chapter; and Public Health and Safety Chapter, include goals and policies that address the reduction of energy consumption through implementation of sustainable development, implementation of energy conservation and efficiency measures, adherence to State mandates regarding energy consumption. Further, Section 4.13, Transportation, addresses goals and policies included in the Community Mobility Chapter applicable to industrial land



uses, including goals and policies to reduce dependency on automobiles, reducing transportation-related energy demand.

## 2. *City of Rancho Cucamonga Development Code*

Chapter 17.78, Transportation Demand Management (TDM), of the City's Development Code, encourages employers to implement programs to help reduce the use of single-occupancy vehicles. Relevant to the Project, developments subject to the TDM Ordinance include light industrial uses with 250,000 square feet or more. The ordinance requires the provision of passenger loading areas, preferential parking for carpool and vanpool vehicles, shower and locker facilities; video conferencing; and any two of the following: ridesharing program, leasing of vans, company fleet cars, subsidized transit passes, and modified work hours.

### 4.5.2 EXISTING SETTING

#### A. Overview

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2018, released by the U.S. Energy Information Administration's (EIA) California State Profile and Energy Estimates in 2020 and included:

- Approximately 7,967 trillion British Thermal Unit (BTU) of energy was consumed
- Approximately 681 million barrels of petroleum
- Approximately 2,137 billion cubic feet of natural gas
- Approximately 1 million short tons of coal

The CEC's released the *Transportation Energy Demand Forecast 2018-2030* to support the 2017 Integrated Energy Policy Report. The *Transportation Energy Demand Forecast 2018-2030* lays out graphs and data supporting their projections of California's future transportation energy demand. The projected inputs consider expected variable changes in fuel prices, income, population, and other variables. Predictions regarding fuel demand included:

- Gasoline demand in the transportation sector is expected to decline from approximately 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030.
- Diesel demand in the transportation sector is expected to rise, increasing from approximately 3.7 billion diesel gallons in 2015 to approximately 4.7 billion in 2030.
- Data from the Department of Energy states that approximately 3.9 billion gallons of diesel fuel were consumed in 2017.

The most recent data provided by the EIA for energy use in California by the demand sector is from 2017 and is reported as follows:

- Approximately 40.3% transportation;
- Approximately 23.1% industrial;

- Approximately 18.0% residential; and
- Approximately 18.7% commercial.

In 2019, the total system electric generation for California was 277,704-gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 200,475 GWh, which accounted for approximately 72% of the electricity it uses; the rest was imported from the Pacific Northwest (9%), and the U.S. Southwest (19%). Natural gas is the main source for electricity generation at 47% of the total in-state electric generation system power, as shown in Table 4.5-1, Total Electricity System Power (California 2019).

**Table 4.5-1 Total Electricity System Power (California 2019)**

Fuel Type	California In-State Generation (GWh)	% of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	% of Imports	Total California Energy Mix (GWh)	Total California Power Mix
Coal	248	0.12%	219	7,765	7,985	10.34%	8,233	2.96%
Natural Gas	86,136	42.97%	46	8,859	8,906	11.53%	95,042	34.22%
Oil	36	0.02%	0	0	0	0.00%	36	0.01%
Other (Waste Heat/ Petroleum Coke)	411	0.20%	0	11	11	0.01%	422	0.15%
Nuclear	16,163	8.06%	0	8,743	8,743	11.32%	24,906	8.97%
Large Hydro	33,145	16.53%	5,071	1,071	6,142	7.95%	39,287	14.15%
Unspecified	0	0.00%	7,979	13,767	21,746	28.16%	21,746	7.83%
Non-Renewable and Unspecified Totals	136,139	67.91%	13,315	40,218	53,533	69.32%	189,672	68.30%
Biomass	5,851	2.92%	903	33	936	1.21%	6,787	2.44%
Geothermal	10,943	5.46%	99	2,218	2,318	3.00%	13,260	4.77%
Small Hydro	5,349	2.67%	292	4	296	0.38%	5,646	2.03%
Solar	28,513	14.22%	282	5,295	5,577	7.22%	34,090	12.28%
Wind	13,680	6.82%	9,038	5,531	14,569	18.87%	28,249	10.17%
Renewable Totals	64,336	32.09%	10,615	13,081	23,696	30.68%	88,032	31.70%
<b>System Totals</b>	<b>200,475</b>	<b>100.00%</b>	<b>23,930</b>	<b>53,299</b>	<b>77,229</b>	<b>100.00%</b>	<b>277,704</b>	<b>100.00%</b>

(Urban Crossroads, 2021a, Table 2-1)

An updated summary of, and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below:

- California was the seventh-largest producer of crude oil among the 50 states in 2018, and, as of January 2019, it ranked third in oil refining capacity.
- California is the largest consumer of jet fuel among the 50 states and accounted for one-fifth of the nation's jet fuel consumption in 2018.
- California's total energy consumption is second highest in the nation, but, in 2018, the State's per capita energy consumption was the fourth-lowest due to its mild climate and its energy efficiency programs.

- In 2018, California ranked first in the nation as an electricity producer from solar, geothermal, and biomass resources and fourth in the nation in conventional hydroelectric power generation.
- In 2018, large- and small-scale solar photovoltaic (PV) and solar thermal installations provided 19% of California's net electricity generation.

As indicated above, California is one of the nation's leading energy-producing states, and California's per capita energy use is among the nation's most efficient. Given the nature of the Project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the Project – namely, electricity, natural gas, and transportation fuel for vehicle trips associated with the uses planned for the Project.

### ***B. Electricity***

The Southern California region's electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies and the June 2013 retirement of the San Onofre Nuclear Generating Station (San Onofre). While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board's once-through cooling policy, the retirement of San Onofre complicated the situation. California ISO studies revealed the extent to which the South California Air Basin (SoCAB) and the San Diego Air Basin (SDAB) region were vulnerable to low-voltage and post-transient voltage instability concerns. The 2013 IEPR detailed a preliminary plan to address these issues after a collaborative process with other energy agencies, utilities, and air districts. Similarly, the subsequent 2018 and 2019 IEPR's identify broad strategies to maintain electricity system reliability.

Electricity is currently provided to the Project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2018 Power Content Label Mix, SCE derives electricity from varied energy resources including fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

Though SCE currently provides electricity, the Rancho Cucamonga Municipal Utility (RCMU) may provide electricity in the future. RCMU provides economic and reliable electricity to over 1,200 metered businesses and residents in a selected area within the City of Rancho Cucamonga's southeastern proximity. Since 2004, RCMU has continued to serve our customers with reliable electricity while maintaining lower rates than those charged by the local investor-owned utility.

California's electricity industry is an organization of traditional utilities, private generating companies, and State agencies, each with various roles and responsibilities to ensure that electrical power is provided to consumers. The California Independent Service Operator (ISO) is a nonprofit public benefit corporation and is the impartial operator of the State's wholesale power grid. It is charged with maintaining grid reliability and direct uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along

these assets, maximizing the transmission system's use and power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities.

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, transmission file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

Table 4.5-2, SCE 2019 Power Content Mix, and Table 4.5-3, RCMU 2019 Power Content Mix, identify SCE's and RCMU's specific proportional shares of electricity sources in 2019. As indicated in Table 4.5-2, the 2019 SCE Power Mix has renewable energy at 35.1% of the overall energy resources. Geothermal resources are at 5.9%, wind power is at 11.5%, large hydroelectric sources are at 7.9%, solar energy is at 16%, and coal is at 0.0%. For RCMU, and as summarized in Table 4.5-3, the 2019 RCMU Power Mix has renewable energy at 23.7% of the overall energy resources. Geothermal, biomass and biowaste, eligible hydroelectric, wind, coal, natural gas, and nuclear at 0%. Solar energy is at 23.7% and large hydroelectric is at 6.3%.

**Table 4.5-2 SCE 2019 Power Content Mix**

<b>Energy Resources</b>	<b>2019 SCE Power Mix</b>
<b><i>Eligible Renewable</i></b>	<b>35.1%</b>
Biomass & Waste	0.6%
Geothermal	5.9%
Eligible Hydroelectric	1.0%
Solar	16%
Wind	11.5%
<b><i>Coal</i></b>	<b>0.0%</b>
<b><i>Large Hydroelectric</i></b>	<b>7.9%</b>
<b><i>Natural Gas</i></b>	<b>16.1%</b>
<b><i>Nuclear</i></b>	<b>8.2%</b>
<b><i>Other</i></b>	<b>0.1%</b>
Unspecified Sources of power*	32.6%
<b>Total</b>	<b>100%</b>

\* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources (Urban Crossroads, 2021a, Table 2-2)

**Table 4.5-3 RCMU 2019 Power Content Mix**

<b>Energy Resources</b>	<b>2019 RCMU Power Mix</b>
<b><i>Eligible Renewable</i></b>	<b>2.7%</b>
Biomass & waste	0%
Geothermal	0%
Small Hydroelectric	0%
Solar	23.7%
Wind	0%
<b><i>Coal</i></b>	<b>0%</b>
<b><i>Large Hydroelectric</i></b>	<b>6.3%</b>
<b><i>Natural Gas</i></b>	<b>0%</b>
<b><i>Nuclear</i></b>	<b>0%</b>
<b><i>Other</i></b>	<b>0%</b>
Unspecified Sources of power*	70.0%
<b>Total</b>	<b>100%</b>

\* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources (Urban Crossroads, 2021a, Table 2-3)

***C. Natural Gas***

As further described in Section 2.3 of the Energy Analysis included in Appendix E of this Draft EIR, the CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators. California's natural gas utilities provide service to over 11 million gas meters, with the overwhelming majority of natural gas utility customers being residential and small commercial customers, referred to as "core" customers.

Natural gas is available from various in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipeline systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities' distribution pipeline systems.

In order properly operate their natural gas transmission pipeline and storage systems, PG&E and SoCalGas must balance the amount of gas received into the pipeline system and delivered to customers or to storage fields. Some of these utilities' storage capacity is dedicated to this service, and under most circumstances, customers do not need to precisely match their deliveries with their consumption. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may call for a curtailment of some gas deliveries. These curtailments are typically required for just the largest, noncore customers. It has been many years since there has been a significant curtailment of core customers in California."

Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and natural gas transmission to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

***D. Transportation Energy Resources***

The Project would generate additional vehicle trips with resulting energy resources consumption, predominantly gasoline and diesel fuel. In March 2019, the Department of Motor Vehicles (DMV) identified 36.4 million registered vehicles in California, and those vehicles consume an estimated 17.8 billion gallons of fuel each year. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets. California's on-road transportation system includes 394,383 land miles, more than 27.5 million passenger vehicles and light trucks, and almost 8.1 million medium- and heavy-duty vehicles. While gasoline consumption has been declining since 2008 it is still by far the dominant fuel. Petroleum comprises about 91% of all transportation energy use, excluding fuel consumed for aviation and most marine vessels. Nearly 17.8 billion gallons of on-highway fuel are burned each year, including 14.6 billion gallons of gasoline (including ethanol) and 3.2 billion gallons of diesel fuel (including biodiesel and renewable diesel). In 2019, Californians also used 194 million cubic feet of natural gas as a transportation fuel, or the equivalent of 183 billion gallons of gasoline.

***E. Existing Energy Demands at the Project Site***

*Existing Facility Energy Demands*

The Project site is currently occupied by a 1,431,000 square feet (sf) warehouse building and a 23,240 sf retail building. For analysis purposes, the energy usage for the existing buildings was based on utility bills provided by the Project Applicant from SCE and the Southern California Gas Company (SoCalGas). Refer to specific detailed modeling inputs/outputs contained in Appendix 4.4 of the Project's Energy Analysis (included in Appendix E of this Draft EIR). The estimated facility energy demands from the Project's existing development are summarized in Table 4.5-4, Existing Annual Operational Energy Demand Summary. As shown, existing operational energy demands are estimated at 6,195,062 kWh/year of electricity and 99,237,300 kBTU/yr of natural gas.

**Table 4.5-4 Existing Annual Operational Energy Demand Summary**

<b>Natural Gas Demand</b>	<b>kBTU/year</b>
Free-Standing Discount Store	1,585,900
Unrefrigerated Warehouse - No Rail	97,651,400
<b><i>TOTAL EXISTING NATURAL GAS DEMAND</i></b>	<b><i>99,237,300</i></b>
<b>Electricity Demand</b>	<b>kWh/year</b>
Free-Standing Discount Store	99,002
Unrefrigerated Warehouse - No Rail	6,096,060
<b><i>TOTAL EXISTING ELECTRICITY DEMAND</i></b>	<b><i>6,195,062</i></b>

kBTU – kilo-British Thermal Units  
 (Urban Crossroads, 2021a, Table 4-22)

*Existing Transportation Energy Demands*

The estimated transportation energy demands from the existing development on-site are summarized in Table 4.5-5, Existing Traffic Annual Fuel Consumption (All Vehicles) and are based on the Institute of Transportation Engineers (ITE) trip generation information provided in the *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo* for operation of the warehouse building as a high-cube transload short-term storage warehouse use (without cold storage) and operation of the retail building as a free-standing discount store use (Urban Crossroads, 2021c).

**Table 4.5-5 Existing Traffic Annual Fuel Consumption (All Vehicles)**

Vehicle Type	Annual VMT	Estimated Annual Fuel Consumption (gallons)
Existing (All Vehicles)	17,577,630	1,167,387

(Urban Crossroads, 2021a, Table 4-13)

**4.5.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on energy if it will:

- Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

In addition, Appendix F of the CEQA Guidelines states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas, and oil; and
- Increasing reliance on renewable energy sources.

**4.5.4 ENVIRONMENTAL IMPACTS**

**A. Regulatory Requirement**

In addition to adhering to the state-mandated provisions of Title 24 Energy Efficiency Standards and the CalGreen Code, and the Rancho Cucamonga Development Code, the Project is required to adhere to the following Regulatory Requirement (RR),

**RR 5-1** Construction activities shall be conducted in compliance with Section 2449, General Requirements for In-Use Off-Road Diesel-Fueled Fleets, of the California Code of Regulations (CCR) Title 13, Motor Vehicles. Section 2449(d)(2) limits idling times of off-road diesel-fueled vehicles and engines to no more than five consecutive minutes. Adherence to idling limitations shall be confirmed through periodic site inspections conducted by City building officials.



***B. Impact Analysis***

***Threshold 5.1 Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

The Project would result in the demand for energy resources during construction and long-term operation, as discussed below. Information from the California Emissions Estimator Model™ (CalEEMod) Version 2016.3.2 outputs used in the Project's Air Quality Impact Analysis (Urban Crossroads, 2021b) (included in Appendix B1 of this Draft EIR) were utilized in the analysis, detailing Project-related construction equipment, transportation energy demands, and facility energy demands. Refer to the Project's Air Quality Impact Analysis for a discussion of modeling inputs used in the analysis. A description of the anticipated construction schedule and a list of expected construction equipment is provided under the discussion of "Construction Activities" in Section 3.0, Project Description, of this Draft EIR.

With respect to the 6<sup>th</sup> Street at-grade crossing of the railroad spur, due to the limited construction area and limited scope of construction activities for this roadway improvement, use of heavy construction equipment would not be required. Further, if the at-grade crossing is constructed concurrently with the Project no additional equipment beyond that anticipated for the Project would be required and the estimated energy use presented below would not be exceeded. If the 6<sup>th</sup> Street at-grade crossing is constructed after completion of the Project's construction activities, energy use associated with construction of the at-grade crossing is anticipated to be nominal and would not exceed the energy use identified for Project-related construction activities. Therefore, energy use associated with the construction of the 6<sup>th</sup> Street is within the envelope of impacts analyzed for the Project, and impacts would also be less than significant.

***1. Construction Energy Demands***

***Construction Equipment Electricity Usage Estimates***

The 2020 National Construction Estimator identifies a typical power cost per 1,000 sf of construction per month of \$2.38, which was used to calculate the Project's total construction power cost. The Project includes the development of two high-cube warehouse buildings with a total building area of 2,175,000 sf, surface parking lots (standard and trailer parking spaces), 363,900 sf of landscaped area, and 1,540 sf of other asphalt surfaces. Based on the information provided in the Air Quality Impact Analysis (included in Appendix B1 of this Draft EIR), construction activities are anticipated to occur between July 2021 and November 2022. Based on Table 4-3 of the Project's Energy Analysis (Appendix E of this Draft EIR), the total power cost of the on-site electricity usage during the Project's construction is estimated to be approximately \$141,068. The SCE's general service rate schedule was used to determine the Project's electrical usage. As of October 1, 2020, SCE's general service rate is \$0.10 per kilowatt hours (kWh) of electricity for industrial services.

As shown in Table 4.5-6, Construction Electricity Usage, the total electricity usage from on-site Project construction-related activities is estimated to be approximately 1,472,759 kWh.

**Table 4.5-6 Construction Electricity Usage**

Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
High-Cube Fulfillment Center (Non-Sort)	\$0.10	778,218
High-Cube Cold Storage Warehouse	\$0.10	86,469
Parking Lot	\$0.10	460,126
Landscape	\$0.10	147,335
Other Asphalt Surfaces	\$0.10	612
<b>CONSTRUCTION ELECTRICITY USAGE (kWh)</b>		<b>1,472,759</b>

(Urban Crossroads, 2021a, Table 4-4)

**Construction Equipment Fuel Estimates**

Fuel consumed by construction equipment would be the primary energy resource expended throughout Project construction. Table 4.5-7, Construction Equipment Fuel Consumption Estimates presents the Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates. Eight-hour daily use of all equipment is assumed. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower-hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables, and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines. For the purposes of analysis, the calculations are based on all construction equipment being diesel-powered, which is consistent with industry standards. Diesel fuel would be supplied by existing commercial fuel providers serving the City and region. As presented in Table 4.5-7, Project construction activities would consume an estimated 244,417 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require ongoing or permanent commitment of diesel fuel resources for this purpose.

**On-Road Trips**

The Trip and VMT are the number and length (in terms VMT) of on-road vehicle trips for workers, vendors, and hauling for each construction phase. The trips are identified in Table 4.5-8, Construction Trips and Vehicle Miles Traveled.

**Table 4.5-7 Construction Equipment Fuel Consumption Estimates**

Construction Phase Type	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Overall Site Construction							
Demolition/Crushing	Aerial Lifts	63	4	8	0.31	625	2,297
	Concrete/Industrial Saws	81	1	8	0.73	473	1,739
	Crushing/Proc. Equipment	85	1	8	0.78	530	1,950
	Excavators	158	3	8	0.38	1,441	5,297
	Generator Sets	1050	2	8	0.74	12,432	45,696
	Other Construction Equipment	172	1	8	0.42	578	2,124
	Rubber Tired Dozers	247	2	8	0.40	1,581	5,811
	Skid Steer Loaders	65	4	8	0.37	770	2,829
Grading	Crawler Tractors	212	3	8	0.43	2,188	8,042
	Excavators	158	3	8	0.38	1,441	5,297
	Graders	187	3	8	0.41	1,840	6,764
	Rubber Tired Dozers	247	3	8	0.40	2,371	8,716
	Scrapers	367	3	8	0.48	4,228	15,540
Building 1 Construction							
Utilities/ Infrastructure	Excavators	158	1	8	0.38	480	2,077
	Tractors/Loaders/Backhoes	97	3	8	0.37	861	3,725
	Trenchers	78	1	8	0.50	312	1,349
Paving	Pavers	130	1	8	0.42	437	472
	Paving Equipment	132	1	8	0.36	380	411
	Rollers	80	1	8	0.38	243	263
Building Construction	Aerial Lifts	63	8	8	0.31	1,250	13,513
	Cranes	231	1	8	0.29	536	5,794
	Crawler Tractors	212	1	8	0.43	729	7,884
	Forklifts	89	2	8	0.20	285	3,079
	Generator Sets	84	1	8	0.74	497	5,376
	Other Construction Equipment	172	1	8	0.42	578	6,248
	Tractors/Loaders/Backhoes	97	3	8	0.37	861	9,312
Welders	46	2	8	0.45	331	3,581	
Architectural Coating	Air Compressors	78	1	8	0.48	300	3,076
Building 2 Construction							
Utilities/ Infrastructure	Excavators	158	1	8	0.38	480	2,077
	Tractors/Loaders/Backhoes	97	3	8	0.37	861	3,725
	Trenchers	78	1	8	0.50	312	1,349

Construction Phase Type	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Paving	Pavers	130	1	8	0.42	437	472
	Paving Equipment	132	1	8	0.36	380	411
	Rollers	80	1	8	0.38	243	263
Building Construction	Aerial Lifts	63	8	8	0.31	1,250	13,513
	Cranes	231	1	8	0.29	536	5,794
	Crawler Tractors	212	1	8	0.43	729	7,884
	Forklifts	89	2	8	0.20	285	3,079
	Generator Sets	84	1	8	0.74	497	5,376
	Other Construction Equipment	172	1	8	0.42	578	6,248
	Tractors/Loaders/Backhoes	97	3	8	0.37	861	9,312
	Welders	46	2	8	0.45	331	3,581
	Architectural Coating	Air Compressors	78	1	8	0.48	300
<b>CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)</b>							<b>244,417</b>

(Urban Crossroads, 2021a, Table 4-5)

**Table 4.5-8 Construction Trips and Vehicle Miles Traveled**

Construction Phase Type	Worker Trips / Day	Vendor Trips / Day	Total Hauling Trips	Worker Trip Length	Vendor Trip Length	Hauling Trip Length
Overall Site Construction						
Demolition/Crushing	40	33	306	14.7	6.9	20
Grading	13	33	680	14.7	6.9	20
Building 1 Construction						
Utilities/Infrastructure	15	92	0	14.7	6.9	20
Paving	8	23	0	14.7	6.9	20
Building Construction/ Architectural Coating	1,168	230	0	14.7	6.9	20
Building 2 Construction						
Utilities/Infrastructure	15	79	0	14.7	6.9	20
Paving	8	20	0	14.7	6.9	20
Building Construction/ Architectural Coating	1,008	198	0	14.7	6.9	20

(Urban Crossroads, 2021a, Table 4-6)

### Construction Worker Fuel Estimates

The construction worker trips would generate an estimated 6,474,056 VMT during the 16 months of construction. Based on CalEEMod methodology, it is assumed that 50% of all vendor trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks (LDT1<sup>1</sup>), and 25% are from light-duty-trucks (LDT2<sup>2</sup>). Data regarding Project-related construction worker trips was based on CalEEMod defaults utilized within the Project's Air Quality Impact Analysis (included in Appendix B1 of this Draft EIR).

Vehicle fuel efficiencies for LDA, LDT1, and LDT2 were estimated using information generated within the 2017 version of the EMFAC developed by CARB. EMFAC2017 is a mathematical model that was designed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. EMFAC2017 was run for the LDA, LDT1, and LDT2 vehicle class within the California sub-area for the 2021 and 2022 calendar years. Data from EMFAC2017 is shown in Appendix 4.5 of the Project's Energy Analysis (included in Appendix E of this Draft EIR).

As generated by EMFAC2017, an aggregated fuel economy of LDAs ranging from model year 1974 to model years 2021 and 2022 are estimated to have fuel efficiencies of 31.01 miles per gallon (mpg) and 31.93 mpg, respectively. Table 4.5-9, Construction Worker Fuel Consumption Estimates (LDA), provides an estimated annual fuel consumption resulting from LDAs related to the Project construction

<sup>1</sup> Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

<sup>2</sup> Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

worker trips. Based on Table 4.5-9, it is estimated that 101,367 gallons of fuel would be consumed related to construction worker trips during the full construction of the Project.

**Table 4.5-9 Construction Worker Fuel Consumption Estimates (LDA)**

Area	Construction Phase Type	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<b>2021</b>						
Overall Site Construction	Demolition/Crushing	20	14.7	19,992	31.01	645
	Grading	19	14.7	18,992	31.01	612
Building 1	Utilities/Infrastructure	8	14.7	7,526	31.01	243
Building 2	Utilities/Infrastructure	8	14.7	7,526	31.01	243
<b>2022</b>						
Building 1	Utilities/Infrastructure	8	14.7	1,882	31.93	59
	Paving	4	14.7	1,176	31.93	37
	Building Construction/ Architectural Coating	585	14.7	1,705,494	31.93	53,413
Building 2	Utilities/Infrastructure	278	14.7	1,882	31.93	59
	Paving	4	14.7	1,176	31.93	37
	Building Construction/ Architectural Coating	504	14.7	1,469,412	31.93	46,020
<b>PROJECT CONSTRUCTION WORKER (LDA) FUEL CONSUMPTION</b>						<b>101,367</b>

(Urban Crossroads, 2021a, Table 4-7)

The EMFAC2017 aggregated fuel economy of LDT1s ranging from model year 1974 to model years 2021 and 2022 are estimated to have fuel efficiencies of 26.03 mpg and 26.79 mpg, respectively. Table 4.5-10, Construction Worker Fuel Consumption Estimates (LDT1), provides an estimated annual fuel consumption resulting from LDT1s related to the Project construction worker trips. Based on Table 4.5-10, 60,483 gallons of fuel would be consumed related to construction worker trips during the Project's full construction.

The EMFAC2017 aggregated fuel economy of LDT2s ranging from model year 1974 to model years 2021 and 2022 is estimated to have fuel efficiencies of 24.23 mpg and 25.15 mpg. Table 4.5-11, Construction Worker Fuel Consumption Estimates (LDT2), provides an estimated annual fuel consumption resulting from LDT2s related to the Project construction worker trips. Based on Table 4.5-11, it is estimated that 64,448 gallons of fuel would be consumed related to construction worker trips during the project's full construction.

It should be noted that construction worker trips would represent a "single-event" gasoline fuel demand and would not require the ongoing or permanent commitment of fuel resources for this purpose.

**Table 4.5-10 Construction Worker Fuel Consumption Estimates (LDT1)**

Area	Construction Phase Type	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<b>2021</b>						
Overall Site Construction	Demolition/Crushing	10	14.7	9,996	26.03	384
	Grading	10	14.7	9,996	26.03	384
Building 1	Utilities/Infrastructure	4	14.7	3,763	26.03	145
Building 2	Utilities/Infrastructure	4	14.7	3,763	26.03	145
<b>2022</b>						
Building 1	Utilities/Infrastructure	4	14.7	941	26.79	35
	Paving	2	14.7	588	26.79	22
	Building Construction/ Architectural Coating	293	14.7	854,217	26.79	31,886
Building 2	Utilities/Infrastructure	4	14.7	941	26.79	35
	Paving	2	14.7	588	26.79	22
	Building Construction/ Architectural Coating	252	14.7	734,706	26.79	27,425
<b>PROJECT CONSTRUCTION WORKER (LDT1) FUEL CONSUMPTION</b>						<b>60,483</b>

(Urban Crossroads, 2021a, Table 4-8)

**Table 4.5-11 Construction Worker Fuel Consumption Estimates (LDT2)**

Area	Construction Phase Type	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<b>2021</b>						
Overall Site Construction	Demolition/Crushing	10	14.7	9,996	24.23	413
	Grading	10	14.7	9,996	24.23	413
Building 1	Utilities/Infrastructure	4	14.7	3,763	24.23	155
Building 2	Utilities/Infrastructure	4	14.7	3,763	24.23	155
<b>2022</b>						
Building 1	Utilities/Infrastructure	4	14.7	941	25.15	37
	Paving	2	14.7	588	25.15	23
	Building Construction/ Architectural Coating	293	14.7	854,217	25.15	33,972
Building 2	Utilities/Infrastructure	4	14.7	941	25.15	137
	Paving	2	14.7	588	25.15	23
	Building Construction/ Architectural Coating	252	14.7	734,706	25.15	29,219
<b>PROJECT CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION</b>						<b>64,448</b>

(Urban Crossroads, 2021a, Table 4-9)



**Construction Vendor and Hauling Fuel Estimates**

The construction vendor and hauling trips (vehicles that deliver materials to the site during construction) would generate an estimated 2,052,792 VMT along area roadways for the Project throughout construction activity. It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHDT), 50% are from heavy-heavy duty trucks (HHDT), and 100% of hauling trips are HHDTs. These assumptions are consistent with the CalEEMod defaults utilized within the Project's Air Quality Impact Analysis (included in Appendix B1 of this Draft EIR). Vehicle fuel efficiencies for MHDTs and HHDTs were estimated using information generated within EMFAC2017. EMFAC2017 was run for the MHDT and HHDT vehicle classes within the California sub-area for the 2021 and 2022 calendar years. Data from EMFAC2017 is shown in Appendix 4.5 to the Project's Energy Analysis (included in Appendix E of this Draft EIR).

As generated by EMFAC2017, an aggregated fuel economy of MHDTs ranging from model year 1974 to model years 2021 and 2022 are estimated to have fuel efficiencies of 9.73 mpg and 10.04 mpg, respectively. Based on Table 4.5-12, Construction Vendor Fuel Consumption Estimates (MHDT), it is estimated that 35,608 gallons of fuel would be consumed related to construction vendor trips (MHDTs) during full construction of the Project.

**Table 4.5-12 Construction Vendor Fuel Consumption Estimates (MHDT)**

Area	Phase Type	Vendor Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<b>2021</b>						
Overall Site Construction	Demolition/Crushing	17	6.9	7,976	9.73	820
	Grading	17	6.9	7,976	9.73	820
Building 1	Utilities/Infrastructure	46	6.9	20,314	9.73	2,088
Building 2	Utilities/Infrastructure	40	6.9	17,664	9.73	1,816
<b>2022</b>						
Building 1	Utilities/Infrastructure	46	6.9	5,078	10.04	506
	Paving	12	6.9	1,656	10.04	165
	Building Construction/ Architectural Coating	115	6.9	154,836	10.04	15,415
Building 2	Utilities/Infrastructure	40	6.9	4,416	10.04	440
	Paving	10	6.9	1,380	10.04	137
	Building Construction/ Architectural Coating	100	6.9	134,619	10.04	13,402
<b>PROJECT CONSTRUCTION VENDOR (MHDT) FUEL CONSUMPTION</b>						<b>35,608</b>

(Urban Crossroads, 2021a, Table 4-10)

Table 4.5-13, Construction Vendor Fuel Consumption Estimates (HHDT), and Table 4.5-14, Construction Hauling Fuel Consumption Estimates (HHDT), show the estimated fuel economy of HHDTs accessing the Project site. As generated by EMFAC2017, an aggregated fuel economy of HHDTs ranging from model year 1974 to model years 2021 and 2022 are estimated to have fuel efficiencies of 6.16 mpg and 6.33 mpg, respectively. Based on Table 4.5-13 and Table 4.5-14, fuel consumption from construction vendor and hauling trips (HHDTs) would total approximately 274,263 gallons. It should be noted that Project construction vendor and hauling trips would represent a "single-event" diesel fuel demand and would not require ongoing or permanent commitment of diesel fuel resources for this purpose.

**Table 4.5-13 Construction Vendor Fuel Consumption Estimates (HHDT)**

Area	Phase Type	Vendor Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<b>2021</b>						
Overall Site Construction	Demolition/Crushing	17	6.9	7,976	6.16	1,295
	Grading	17	6.9	7,976	6.16	1,295
Building 1	Utilities/Infrastructure	46	6.9	20,314	6.16	3,299
Building 2	Utilities/Infrastructure	40	6.9	17,664	6.16	2,869
<b>2022</b>						
Building 1	Utilities/Infrastructure	46	6.9	5,078	6.33	802
	Paving	12	6.9	1,656	6.33	262
	Building Construction/Architectural Coating	115	6.9	154,836	6.33	24,463
Building 2	Utilities/Infrastructure	40	6.9	4,416	6.33	698
	Paving	10	6.9	1,380	6.33	218
	Building Construction/Architectural Coating	100	6.9	134,619	6.33	21,268
<b>PROJECT CONSTRUCTION VENDOR (HHDT) FUEL CONSUMPTION</b>						<b>56,470</b>

(Urban Crossroads, 2021a, Table 4-11)

**Table 4.5-14 Construction Hauling Fuel Consumption Estimates (HHDT)**

Area	Construction Phase Type	Hauling Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<b>2021</b>						
Overall Site	Demolition/Crushing	306	20	416,160	6.16	67,591
Construction	Grading	680	20	924,800	6.16	150,202
<b>PROJECT CONSTRUCTION HAULING (HHDT) FUEL CONSUMPTION</b>						<b>217,793</b>

(Urban Crossroads, 2021a, Table 4-12)

**Construction Energy Efficiency/Conservation Measures**

Starting in 2014, CARB adopted the nation's first regulation to clean up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities, or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would not result in inefficient, wasteful, or unnecessary fuel consumption.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary energy consumption. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additional construction-source energy efficiencies would occur due to compliance with California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, Section 2449(d)(2), limits idling times of construction vehicles to no more than five consecutive minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Adherence to idling limitations is required (refer to RR 5-1), and would be confirmed through periodic site inspections conducted by City building officials.

A full analysis of the energy needed to form construction materials is not included in this analysis because it would be speculative due to a lack of detailed Project-specific information on construction materials.

In general, the construction processes promote conservation and efficient energy use by reducing raw materials demands, with a related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. The use of materials in bulk reduces energy demands associated with preparation and transport of construction materials and the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport landfill operations.

## 2. *Operational Energy Demands*

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by passenger car and truck vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities). As discussed in Section 3.4.3.B of the Project Description, the Project is proposed to consist of two high-cube warehouse buildings with a total building area of 2,175,000 sf. As discussed in Section 3.4.3.B of the Project Description, based on the currently proposed building design/site plan, it is anticipated that 90% of the proposed building area (Building 1 and Building 2) would be operated as high-cube non-sort fulfillment center warehouse uses (1,957,500 sf), and the remaining 10% of the building area (Building 1 and Building 2) would be occupied by high-cube cold storage warehouse uses (217,500 sf).

### *Transportation Energy Demands*

The energy that would be consumed by Project-generated traffic is a function of total VMT and estimated fuel economies of vehicles accessing the Project site. The following is a description of anticipated transportation energy demands based on the trip frequency and trip length methodologies cited in the Project's Air Quality Impact Analysis (included in Appendix B1 of this Draft EIR).

- **Light-Duty Autos.** With respect to estimated VMT, the Project would generate an estimated 13,092,84 annual VMT along area roadways for all LDAs with full build-out of the Project. Table 4-14 of the Project's Energy Analysis (included in Appendix E of this Draft EIR) provides an estimated range of annual fuel consumption resulting from Project generated LDAs. Based on Energy Analysis Table 4-14, it is estimated that 410,038 gallons of fuel would be consumed from Project-generated LDA trips.
- **Light-Duty Trucks.** With respect to estimated VMT, the Project would generate an estimated 862,072 annual VMT along area roadways for all LDT1 vehicles with full build-out of the Project. Table 4-15 of the Project's Energy Analysis (included in Appendix E of this Draft EIR) provides an estimated range of annual fuel consumption resulting from Project generated LDT1s. Based on Energy Analysis Table 4-15, it is estimated that 32,179 gallons of fuel would be consumed from Project-generated LDT1 trips. Additionally, the Project would generate an estimated 4,268,409 annual VMT along area roadways for all LDT2 vehicles with full build-out of the Project. Table 4-16 of the Project's Energy Analysis provides an estimated range of annual fuel consumption resulting from Project-generated LDT2s. Based on Energy Analysis Table 4-16, it is estimated that 169,751 gallons of fuel would be consumed from Project-generated LDT2 trips.

- **Medium-Duty Trucks.** With respect to estimated VMT, the Project would generate an estimated 2,751,918 annual VMT along area roadways for all Medium-Duty Trucks (MDV) vehicles with full build-out of the Project. Table 4-17 of the Project's Energy Analysis (included in Appendix E of this Draft EIR) provides an estimated range of annual fuel consumption resulting from Project-generated MDVs. Based on Energy Analysis Table 4-17, it is estimated that 135,161 gallons of fuel would be consumed from Project-generated MDV trips.
- **Light-Heavy Duty Trucks.** With respect to estimated VMT, the Project would generate an estimated 1,707,969 annual VMT along area roadways for all Light-Heavy-Duty Trucks (LHDT1) vehicles with full build-out of the Project. Table 4-18 of the Project's Energy Analysis (included in Appendix E of this Draft EIR) provides an estimated range of annual fuel consumption resulting from Project generated LHDT1s. Based on Energy Analysis Table 4-18, it is estimated that 124,238 gallons of fuel would be consumed from Project-generated LHDT1 trips.
- **Medium-Heavy Duty Trucks.** With respect to estimated VMT, the Project would generate an estimated 1,389,972 annual VMT along area roadways for all MHDTs with full build-out of the Project. Table 4-19 of the Project's Energy Analysis (included in Appendix E of this Draft EIR) provides an estimated range of annual fuel consumption resulting from Project generated MHDTs. Based on Energy Analysis Table 4-19, it is estimated that 138,383 gallons of fuel would be consumed from Project-generated MHDT trips.
- **Heavy-Heavy Duty Trucks.** With respect to estimated VMT, the Project would generate an estimated 4,660,719 annual VMT along area roadways for all HHDTs with full build-out of the Project. Table 4-20 of the Project's Energy Analysis (included in Appendix E of this Draft EIR) provides an estimated range of annual fuel consumption resulting from Project generated HHDTs. Based on Energy Analysis Table 4-20, it is estimated that 736,348 gallons of fuel would be consumed from Project-generated HHDT trips.
- **Transportation Refrigeration Units (TRUs).** In order to account for the possibility of refrigerated uses, trucks accessing the Project are assumed to also have TRUs. Therefore, for modeling purposes, 81 total daily trucks (one-way) are assumed to be trucks with TRUs (total of 29,565 units per year) operating at 4 hours per day. The TRU calculations are based on the 2017 Off-road Emissions model, version 1.0.1 (Orion), developed by the CARB. Based on Energy Analysis Table 4-21, it is estimated that 229 gallons of fuel would be consumed from Project generated TRUs.

Table 4.5-15, Total Net Project-Generated Traffic Annual Fuel Consumption (All Vehicles) summarizes the estimated transportation energy demands. It should be noted that the existing development demands were subtracted from the Project demands to determine the net transportation energy demands from the Project. As summarized in Table 4.5-15, the Project would result in a net

**Table 4.5-15 Total Net Project-Generated Traffic Annual Fuel Consumption (All Vehicles)**

Vehicle Type	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	13,092,584	410,038
LDT1	862,072	32,179
LDT2	4,268,409	169,751
MDV	2,751,918	135,161
LHDT	1,707,969	124,238
MHDT	1,389,972	138,383
HHDT	4,660,719	736,348
TRUs	-	229
<b>TOTAL (ALL VEHICLES)</b>	<b>28,733,643</b>	<b>1,746,328</b>
<i>EXISTING (ALL VEHICLES)</i>	<i>17,577,630</i>	<i>1,167,387</i>
<b>NET (PROPOSED – EXISTING)</b>	<b>11,156,013</b>	<b>578,941</b>

(Urban Crossroads, 2021a, Table 4-21)

increase of 11,156,013 annual VMT and an estimated annual fuel consumption of 578,941 gallons of fuel.

Project annual fuel consumption estimates presented in Table 4.5-15 represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system. Enhanced fuel economies realized pursuant to federal and State regulatory actions and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The Project's location proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands.

It should also be noted that Project Applicants would be required to comply with the City's transportation demand management (TDM) ordinance (Chapter 17.78 of the Development Code; refer to Regulatory Requirement [RR] 13-3 in Section 4.13 of this Draft EIR). However, the calculation of the Project's transportation energy demands, above, does not take credit for trips reductions associated with adherence to the City's TDM requirements.

**Facility Energy Demands**

The Project would not use natural gas. Project building operations and Project site maintenance activities would result in electricity consumption, which would be supplied to the Project by SCE or

RCMU. The Project would result in similar energy demands regardless of whether the Project is served by SCR or RCMU. As previously stated, the analysis herein assumes compliance with the 2019 Title 24 Standards. As such, the CalEEMod defaults for "Title 24 – Electricity and Lighting Energy" were reduced by 30% in order to reflect consistency with the 2019 Title 24 standards. Electricity demands of the Project are summarized in Table 4.5-16, Project Net Annual Operational Energy Demand Summary, and provided in Appendices 4.2 and 4.3 to the Project's Energy Analysis (included in Appendix E of this Draft EIR). Existing development demands were subtracted from the Project demands to determine the net facility energy demands from the Project. Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards, and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code).

**Table 4.5-16 Project Net Annual Operational Energy Demand Summary**

<b>Natural Gas Demand</b>	<b>kBTU/year</b>
High-Cube Fulfillment Center (Non-Sort) Warehouse	0
High-Cube Cold Storage Warehouse	0
Parking Lot	0
Landscape	0
Other Asphalt Surfaces	0
<b>TOTAL PROPOSED PROJECT NATURAL GAS DEMAND <sup>a</sup></b>	<b>0</b>
<i>TOTAL EXISTING NATURAL GAS DEMAND</i>	<i>99,237,300</i>
<b>NET (PROPOSED PROJECT – EXISTING)</b>	<b>-99,237,300</b>
<b>Electricity Demand</b>	<b>kWh/year</b>
High-Cube Fulfillment Center (Non-Sort) Warehouse	3,719,250
High-Cube Cold Storage Warehouse	8,465,100
Parking Lot	405,084
Landscape <sup>b</sup>	0
Other Asphalt Surfaces <sup>b</sup>	0
<b>TOTAL PROPOSED PROJECT ELECTRICITY DEMAND</b>	<b>12,589,434</b>
<i>TOTAL EXISTING ELECTRICITY DEMAND</i>	<i>6,096,060</i>
<b>NET (PROPOSED PROJECT – EXISTING)</b>	<b>6,493,374</b>

<sup>a</sup> As noted above, the Project would not utilize natural gas, therefore no natural gas demand would occur.

<sup>b</sup> CalEEMod does not identify or calculate any electricity demand associated with landscape and other asphalt surfaces. Any additional lighting or energy demand associated with these spaces is presumed to be covered through building energy demand or parking lot energy demand.  
 (Urban Crossroads, 2021a, Table 4-23)

As summarized in Table 4.5-16, the Project would result in a net decrease of 99,237,300 kBTU/year of natural gas and a net increase of 6,493,374 kWh/year of electricity. The increase in electricity use is attributed to the high-cube cold storage warehouse use proposed as part of the Project (10% of the total building area). Overall, energy use associated with the Project (total natural gas + total electricity) is expected to be less than the existing uses since the Project would not utilize natural gas. Although the Project would result in a net increase in electricity usage, the Project would be required to comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary as compared to the existing buildings which were built in 1984 and do not meet the current energy standards.



A high-cube sort fulfillment center warehouse use is not proposed as part of the Project, and the site plan as currently proposed does not support this on-site use. Nevertheless, for the purpose of providing a conservative analysis, the potential energy impacts associated with an increase in net trip generation that could occur if the proposed buildings operated as 90% high-cube sort fulfillment center warehouse and 10% high-cube cold storage warehouse uses have been evaluated. The *Bridge Point Rancho Cucamonga High-Cube Sort Fulfillment Center Supplemental Air Quality, Greenhouse Gas, Health Risk, and Energy Assessment* (Sort Use Supplemental Assessment) prepared by Urban Crossroads (April 2021) (Urban Crossroads, 2021d) is provided in Appendix B4 of this Draft EIR. The increased trip generation and associated increase in transportation energy demand is based on an estimate of trips presented in Section 4.13 of this Draft EIR. As presented in Table 4 of the Sort Use Supplemental Assessment, the net increase in annual fuel consumption from operation of the proposed buildings as high-cube sort fulfillment center warehouse and high-cube cold storage warehouse uses would be approximately 1,274,733 gallons. As shown in Table 5 of the Sort Use Supplemental Assessment, the net increase in annual energy demand would not change compared to operation with a high-cube non-sort fulfillment center warehouse use (6,493,374 kWh/year). The proposed buildings would be operated in compliance with applicable regulations addressing transportation energy sources and building standards and would not result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources. Therefore, potential energy impacts of the proposed buildings operated as 90% high-cube sort fulfillment center warehouse and 10% high-cube cold storage warehouse uses would be less than significant.

**Impact 5.1** The Project would adhere to the state-mandated provisions of Title 24 Energy Efficiency Standards and the CalGreen Code, and the Rancho Cucamonga Development Code, and RR 5-1 (limits idling). The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California. As such, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during Project construction or operation. Impacts would be less than significant and no mitigation is required.

***Threshold 5.2 Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?***

As discussed below, the Project would be consistent with or otherwise would not conflict with State or local plans related to energy conservation. Federal plans are also discussed for informational purposes. Consistency with goals and policies in the Rancho Cucamonga General Plan addressing renewable energy and energy efficiency is addressed in Section 4.10 and Section 4.13 of this Draft EIR. As discussed, the Project would not conflict with applicable General Plan goals and policies.

- **Consistency with ISTEА.** Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEА because SCAG is not planning for intermodal facilities on or through the Project site.

- **Consistency with TEA-21.** As previously discussed, TEA-21 builds upon the initiatives established in the ISTEA legislation, and authorizes highway, highway safety, transit, and other efficient surface transportation programs. While TEA-21 is not applicable to individual development projects, the Project site is located along major transportation corridors with proximate access to the Interstate freeway system, and the Project's location facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project would not interfere with nor obstruct implementation of TEA-21.
- **Consistency with IEPR.** IEPR requirements are not directly applicable to development project; however, electricity may be provided to the Project by SCE, if not provided by RCMU. SCE's *Clean Power and Electrification Pathway (CPEP)* white paper builds on existing state programs and policies. The Project would purchase energy through either SCE or RCMU, each of these entities would be required to comply with applicable regulations associated with the IEPR. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2020 IEPR.

Based on input from the City, electricity service may be provided to the Project by RCMU. RCMU's *Energy Efficiency in California's Public Power Section 12th Edition - 2018* reflects the public power's response to a number of State programs and policies. Since the Project would purchase electricity from either RCMU or SCE, and these entities would be required to comply with applicable regulations, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2020 IEPR.

The Project's energy demand was compared to the energy usage of the existing use. As previously discussed, operation of the Project would not involve the use of natural gas and therefore would result in less natural gas demand as compared to the existing uses. It should be noted that though the Project would result in a net increase in electricity usage, the Project would be required to comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the Project would support the goals presented in the 2020 IEPR.

- **Consistency with State of California Energy Plan.** The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, takes advantage of existing infrastructure systems, and promotes land use compatibilities through the introduction of high-cube warehouse uses on a site designated for industrial uses. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.
- **Consistency with California Code, Title 24, Part 6, Energy Efficiency Standards.** The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020.

The analysis herein assumes compliance with the 2019 Title 24 Standards. The CEC anticipates that nonresidential buildings will use approximately 30% less energy compared to the prior code. As such, the CalEEMod defaults for Title 24 – Electricity and Lighting Energy were reduced by 30% in order to reflect consistency with the 2019 Title 24 standard. The Project also would be implemented in compliance with provisions of the CalGreen Code, which serve to promote energy efficiency as outlined in Section 4.2 of this Draft EIR.

- **Consistency with AB 1493.** AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.
- **Consistency with California's RPS.** California's RPS is not applicable to the Project as it is a Statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.
- **Consistency with SB 350 – Clean Energy and Pollution Reduction Act of 2015.** SB 350 is not directly applicable to development projects, but the Project would use energy from SCE or RCMU, which have committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption.
- **Appendix F of the CEQA Guidelines.** As previously identified, Appendix F of the CEQA Guidelines states that the means of achieving the goal of energy conservation includes the following: decreasing overall per capita energy consumption, decreasing reliance on fossil fuels such as coal, natural gas, and oil; and increasing reliance on renewable energy sources. As previously stated, the Project is subject to CBC requirements. New buildings must achieve compliance with 2019 Title 24 Energy Efficiency Standards and the 2019 CalGreen Code requirements. The CEC anticipates that nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code. Although the Project would result in a net increase in electricity usage, the Project's adherence to the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary, as compared to the existing buildings which were built in 1984 and do not meet the current energy standards. Additionally, the Project would not use natural gas, and on this basis, the Project would decrease overall reliance natural gas and increases reliance on renewable energy sources compared to the energy demands of the existing use.
- **Chapter 17.78 of the Rancho Cucamonga Development Code.** The Project would operate in compliance with the City's transportation demand management ordinance (Chapter 17.78 of the Development Code which requires the provision of amenities or programs to encourage the use of alternative modes of travel by employees; patrons; and visitors of commercial, industrial,

office, and mixed-use developments to discourage single-occupancy vehicle trips (refer to RR 13-3 in Section 4.13 of this Draft EIR). In addition to the provision of preferred parking and bicycle storage, and new sidewalks and bicycle lanes to assist employees in using alternative modes of travel, incentives to encourage employee usage would be provided. These may include, but are limited to shower facilities, video conference facilities, transit improvements, and other measures to reduce vehicle trips in the City.

**Impact 5.2** The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant and no mitigation is required.

#### 4.5.5 CUMULATIVE IMPACTS

Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within California. Other cumulative developments within the region would be required to demonstrate that the wasteful, inefficient, or unnecessary energy consumption would not occur. Additionally, other cumulative developments would be subject to the same regulatory requirements as the Project, including compliance with the 2019 Title 24 Building and Energy Efficiency Standards, the California Green Building Standards Code, and the City of Rancho Cucamonga Municipal Code, which would ensure that cumulative development does not result in the wasteful, inefficient, or unnecessary consumption of energy. The Project and other cumulative developments also inherently would be consistent with the IEPR, State of California Energy Plan, AB 1493 (Pavley), and SB 350, as discussed herein. As such, there is a less than significant cumulative impact related to energy.

#### 4.5.6 MITIGATION MEASURES

With adherence to energy conservation regulations, and other regulatory requirements (refer to RR 5-1), impacts would be less than significant and no mitigation is required.

#### 4.5.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts related to energy would be less than significant.

#### 4.5.8 REFERENCES

Urban Crossroads, Inc. 2021a (April 15). *Bridge Point Rancho Cucamonga Energy Analysis, City of Rancho Cucamonga*. (Included in Appendix E of this Draft EIR).

———. 2021b (April 15). *Bridge Point Rancho Cucamonga Air Quality Impact Analysis, City of Rancho Cucamonga*. (Included in Appendix B1 of this Draft EIR).

———. 2021c (April 15). *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo, City of Rancho Cucamonga*. (Included in Appendix L2 of this Draft EIR).

———. 2021d (April 15). *Bridge Point Rancho Cucamonga High-Cube Sort Fulfillment Center Supplemental Air Quality, Greenhouse Gas, Health Risk, and Energy Assessment*. (Included in Appendix B4 of this Draft EIR).

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## 4.6 GEOLOGY AND SOILS

This section describes the existing geology and soils on the Project site and analyzes the potential impacts of existing geotechnical hazards that may adversely affect the Project or may be exacerbated by Project implementation, and potential impacts to paleontological resources. Information presented in this section is derived primarily from two site-specific reports:

- *Geotechnical Investigation Two Proposed Warehouses 12434 4<sup>th</sup> Street Rancho Cucamonga, California for Bridge Development Partners* (Geotechnical Investigation), dated January 12, 2021, and prepared by Southern California Geotechnical (SCG), which is included Appendix F of this Draft EIR.
- *Paleontological Assessment for the Bridge Point Rancho Cucamonga Project, Project Rancho Cucamonga, California* (Paleontological Assessment) dated September 16, 2020, and prepared by Brian F. Smith and Associates (BFSA, which is included in Appendix G of this Draft EIR.

There were no Notice of Preparation (NOP) comment letters received related to geology and soils, including paleontological resources.

### 4.6.1 RELEVANT POLICIES AND REGULATIONS

#### A. State

##### 1. *Alquist-Priolo Earthquake Fault Zoning Act*

The 1971 San Fernando Earthquake in Southern California resulted in the enactment of the Alquist-Priolo Special Studies Zones Act of 1972. The Act was renamed in 1994 to the Alquist-Priolo Earthquake Fault Zoning (A-P) Act. Land subdivisions and habitable structures consisting of four units or more that are proposed within A-P zones are required to have detailed fault investigations performed so that engineering geologists can mitigate the hazards associated with active faults. The boundary of the fault zone is approximately 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The State Geologist defines an active fault as a fault that has previously had surface displacement within the Holocene Period (i.e., the last 11,000 years). A potentially active fault is defined as any fault that has had surface displacement during Quaternary time (last 1,600,000 years) but not within the Holocene period. There are no active faults on the Project site and the Project site is not located within any Alquist-Priolo Earthquake Fault Zone (SCG, 2021).

##### 2. *Seismic Hazards Mapping Act*

The Seismic Hazards Mapping Act of 1990 (*California Public Resources Code*, Sections 2690-2699.6) directs the State of California Department of Conservation to identify and map areas subject to earthquake hazards (such as liquefaction, earthquake-induced landslides, and amplified ground shaking). A product of the resultant Seismic Hazards Mapping Program, Seismic Zone Hazard Maps identify Zones of Required Investigation, which are those areas prone to liquefaction and earthquake-induced landslides. The Seismic Hazards Mapping Act requires site-specific geotechnical investigations be conducted within the Zones of Required Investigation to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human

occupancy. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes. The USGS quadrangle that includes the Project site has not yet been mapped pursuant to the Seismic Hazard Mapping Act; as further discussed below, the Project site is not located within an area subject to liquefaction or a landslide hazard area.

### **3. California Building Code**

The California Building Code (CBC) is promulgated under the California Code of Regulations (CCR) Title 24. Title 24 is reserved for State regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code Section 18909). Health and Safety Code (State law) Section 18902 gives CCR Title 24 the name California Building Standards Code (CBSC).

The CBSC in CCR Title 24 is published by the California Building Standards Commission and it applies to all building occupancies (see Health and Safety Code Sections 18908 and 18938) throughout the State of California. Cities and counties are required by state law to enforce CCR Title 24 (reference Health and Safety Code Sections 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (Reference Health and Safety Code Sections 17958.7 and 18941.5). The Project would be subject to the 2019 CBC, which became effective on January 1, 2020.

## **B. Local**

### **1. Rancho Cucamonga General Plan**

Chapter 8, Public Health and Safety, of the Rancho Cucamonga General Plan provides a proactive approach to public health and safety planning. Specifically, it identifies potential known hazards, including seismic and geologic hazards. Based on review of Figure PS-2, Fault Hazards, and Figure PS-3, Geotechnical Hazards, of the General Plan, the Project site is not located in a fault hazard area or within a liquefaction or landslide hazard area, but is located in an area subject to the potential for regional seismic settlement (Rancho Cucamonga, 2010a). From the center point of the Project site, the nearest fault hazard area is 4.1 miles northwest, the nearest liquefaction hazard area is 4.8 miles northwest, and the nearest landslide hazard area is 6.1 miles north. Additionally, the Project site is in an area with slopes less than 10% and no special hillside recommendations are required (refer to Figure PS-4, Slopes, of the General Plan).

Chapter 6, Resource Conservation, of the Rancho Cucamonga General Plan guides the preservation, protection, conservation, re-use, replenishment, and efficient use of Rancho Cucamonga's limited natural resources, including, but not limited to paleontological resources. The Resource Conservation Chapter identifies that soils and geologic formations within the City have a low potential to contain significant paleontological resources; however, the City will continue to screen development proposals, including the Project, in accordance with the requirements of CEQA, and will require the research of any site that may be determined to have potential resources. Should any resources be discovered, the City will take appropriate measures in accordance with existing laws to ensure the



proper handling and preservation of artifacts. The Paleontological Assessment prepared for the Project provides the required screening and the results are summarized in this Section.

## **2. *Rancho Cucamonga Municipal Code***

Building regulations in Rancho Cucamonga are specified in Title 15, Buildings and Construction Code, of the Municipal Code, which adopts the 2019 CBC. Building construction is governed by the CBC; however, the City has amended and provided exemptions to the CBC that address specific geologic considerations in the City. This title is enforced by the Building and Safety Division; it requires site-specific investigation, and it establishes construction standards and inspection procedures to ensure that development does not pose a threat to public safety.

Grading review procedures in Rancho Cucamonga are specified in Chapter 19.04, Grading Standards, of the Municipal Code. This chapter establishes regulations for submittal and review of conceptual grading plans in connection with proposed development, establishes a grading committee for review of grading plans, and provides for establishment of standards and guidelines to be utilized by the grading committee and other city agencies in review of such plans. At the time of submittal of a tentative tract map, tentative parcel map, or site plan for development review, the applicant is required to submit, among other items, a conceptual grading plan; conceptual drainage and flood control facility plans; and a geological and soils report.

## **3. *Rancho Cucamonga Development Code***

Chapter 17.56, Landscaping Standards, of the Municipal Code, establishes minimum landscape requirements to control soil erosion, among other purposes. Preliminary and final landscape plans are required and review of such plans is conducted as part of the design review process.

Section 17.66.060, Odor, Particulate Matter, and Air Contaminant Standards, of the City of Rancho Cucamonga Development Code requires that sources of particulate matter comply with the rules and regulations of the Air Pollution Control District and the State Health and Safety Code. Further, no dust or particulate matter shall be emitted that is detectable by a reasonable person without instruments.

### **4.6.2 EXISTING SETTING**

#### **A. *Regional and Local Geology***

The City is located at the north-central 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 of the Peninsular Ranges Geomorphic Province, which is characterized by numerous small, northwestern-trending mountain ranges with intervening plains and valleys (Rancho Cucamonga, 2010b). 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 at the western margin and near the distal southern end of the broad Lytle Creek alluvial fan that emanates from the San Gabriel Mountains approximately 7 to 8 miles to the

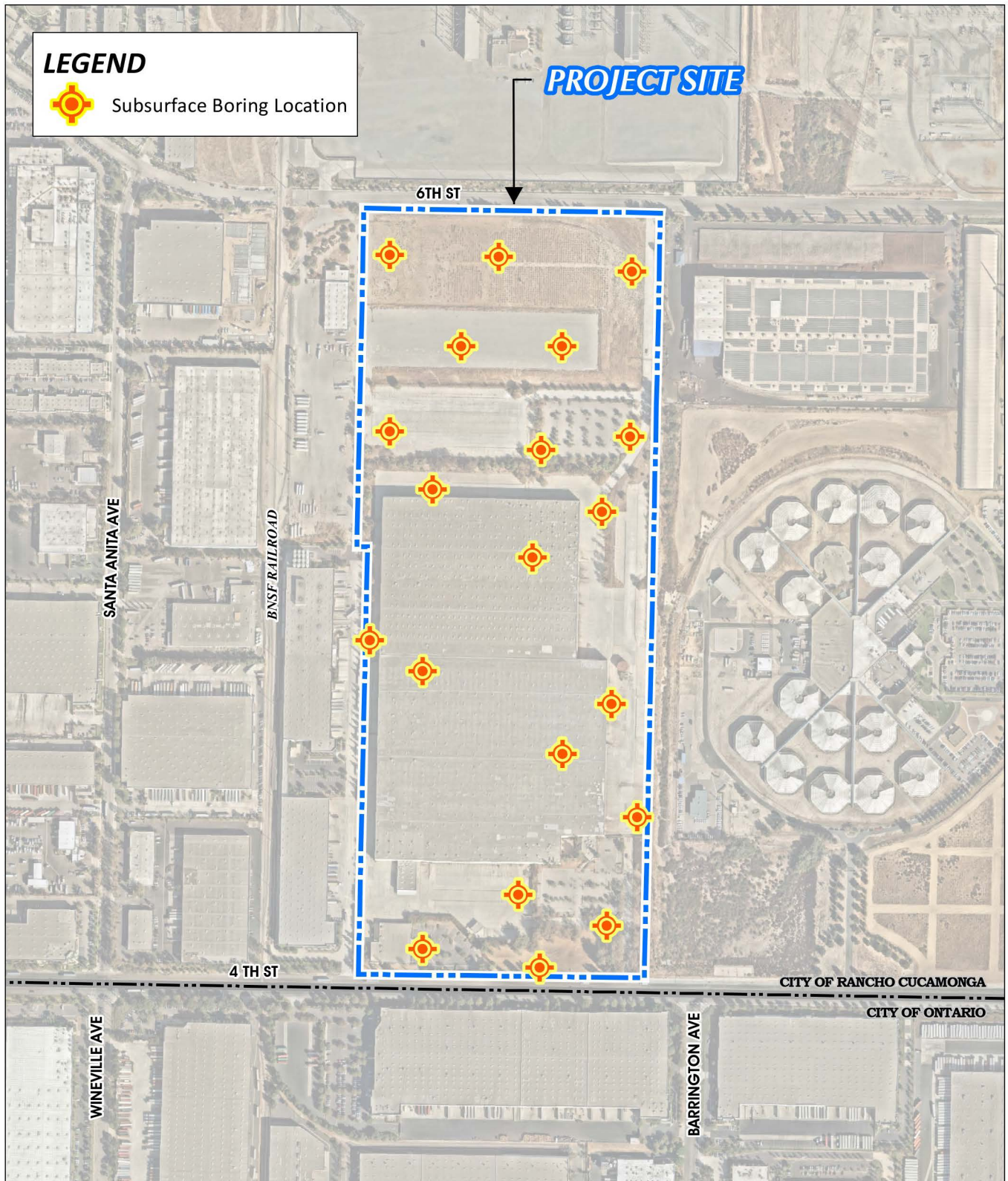
north as a result of uplift and dissection of the eastern San Gabriel Mountains. The main source of these sediments is from the Lytle Creek drainage, near where the northwest-southeast trending San Andreas fault zone cuts across and separates the San Gabriel and San Bernardino mountain ranges. (BFSA, 2020)

The Geotechnical Investigation for the Project conducted by SCG included a visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to provide criteria for preparing the design of the building foundations, building floor slabs, and parking lot pavements along with site preparation recommendations and construction considerations. Boring locations are presented on Figure 4.6-1, Subsurface Boring Locations, which also depicts the existing site conditions.

Based on the results of the Geotechnical Investigation and associated subsurface exploration (soil borings) and testing, the Project site consists of 3 to 5 inches of asphaltic concrete with zero to 18 inches of underlying aggregate base at Boring Numbers B-2, B-15 and B-18 (asphaltic concrete pavements exist at the ground level). Portland cement concrete was encountered at the ground surface of Boring Nos. B-6 through B-8, and B-10 through B-17; the pavements at these locations consist of approximately 5.5 to 12 inches of Portland cement concrete. Beneath the pavements and at ground surface at Boring Nos. B-2, B-3, B-4, B-6, and B-9 through B-14, artificial fill soils were encountered, which extend to depths of 1.5 to 5.5 feet and generally consist of medium dense to dense silty fine sands and fine sand with various amounts of medium to coarse sand, fine to coarse gravel, and occasional calcareous veining. The fill soils possess a highly disturbed appearance, resulting in their classification as artificial fill. Lastly, native alluvial soils were encountered at ground surface of Boring Nos. B-1, B-5, B-9, B-19, and B-20, and beneath the pavements and fill soils on the Project site. The alluvial soils extend to at least the maximum depth explored of approximately 25 feet and generally consist of loose to very dense fine sands with variable amounts of medium to coarse sands and gravel, and loose to very dense silty fine to coarse sands with variable amounts of clay, gravel, and occasional calcareous veining. Occasional loose to medium dense fine sandy silt layers with trace amounts of iron oxide staining and calcareous veining were encountered within the upper 2.5 to 8 feet and between 12 to 20 feet below the ground surface. Boring No. B-10 encountered a clayey silt layer from approximately 17 to 19.5 feet. (SCG, 2021)

### **B. Faulting and Seismicity**

No active or potentially active faults are known to exist on or within the Project site, and as previously identified, the Project site is not in a current State of California Earthquake Fault Zone. However, as with all of Southern California, the Project site lies in a seismically active region. The geologic structure of Southern California is dominated mainly by northwest-trending faults associated with the San Andreas system. As shown on Figure PS-2, Fault Hazards, of the General Plan (Rancho Cucamonga, 2010b), the closest active fault to the site is the Red Hill Fault, which is located approximately 4.1 miles to the northwest. The Red Hill Fault is known as the geologic divide between the Cucamonga and Chino groundwater basins, as it curves around the southern portion of Red Hill in the northern section of the City. A large number of small earthquakes (magnitudes [M] 1 to 3) have historically occurred beneath the City of Rancho Cucamonga, some which have epicenters on or near



Source(s): City of Rancho Cucamonga, ESRI, Nemap Imagery (2020), SB County (2019)

Figure 4.6-1



**Subsurface Boring Locations**

the trace of the Red Hill Fault. A maximum credible magnitude of 6.5 is possible on this fault. Another active fault in the region is include the Cucamonga Fault at the base of the San Gabriel Mountains, approximately 6.3 miles to the north. The Cucamonga Fault is considered to be part of the Sierra Madre Fault System, which marks the southern boundary of the San Gabriel Mountains. It is believed that the Cucamonga Fault is capable of producing an earthquake magnitude on the order of 7.0 or greater.

**C. Topography**

The Project site is relatively flat and does not contain, nor is it adjacent to, any steep natural or manufactured slopes. The site topography ranges from approximately 1090 feet mean sea level (msl) in the northwestern area of the site to approximately 1048 feet msl in the southeastern area of the site. The site topography in the southern parcel generally slopes downward to the south at a gradient of less than approximately 1%, and to the south at a gradient of approximately 2% in the northern parcel. (SCG, 2021)

**D. Groundwater**

Groundwater was not encountered at any of the borings conducted during preparation of the Geotechnical Investigation, which extended to depths of up to 25 feet below the ground surface. According to data from the nearest monitoring well located approximately 8,484 feet south of the Project site, groundwater is estimated to occur approximately 283 feet below the ground surface of the Project site. (SCG, 2021)

**E. Paleontological Resources**

Paleontological resources are the remains of prehistoric life that have been preserved in geologic strata. These remains are called fossils and include bones, shells, teeth, and plant remains (including their impressions, casts, and molds) in the sedimentary matrix, as well as trace fossils such as footprints and burrows. Fossils are considered older than 5,000 years of age, but may include younger remains (subfossils) when viewed in the context of local extinction of the organism or habitat, for example. Late Quaternary (Holocene, or “modern”) alluvium is generally considered to be geologically too young to contain significant nonrenewable paleontological resources (i.e., fossils) and is thus typically assigned a low paleontological sensitivity. Older, Pleistocene (greater than 11,700 years old), alluvial and alluvial fan deposits in the Inland Empire, however, often yield important Ice Age terrestrial vertebrate fossils. These Pleistocene sediments are thus accorded a High paleontological resource sensitivity. (BFSA, 2020)

The City of Rancho Cucamonga is underlain by a variety of bedrock types, including exposures of gneissic metamorphic rocks; exposures of younger Quaternary alluvium derived as fan deposits from the San Bernardino Mountains with some fluvial deposits in drainages; younger Quaternary alluvium exposed across the entire northeastern portion of the City with some fluvial deposits in the intermittent drainages; and exposures of older fan deposits around Red Hill in the southwestern portion of the City. The bulk of the City consists of surficial sedimentary or metamorphic rocks that are unlikely to contain significant vertebrate fossils; however, there may be sedimentary deposits at a greater depth. Although shallow excavations within the younger Quaternary alluvium are unlikely to expose significant

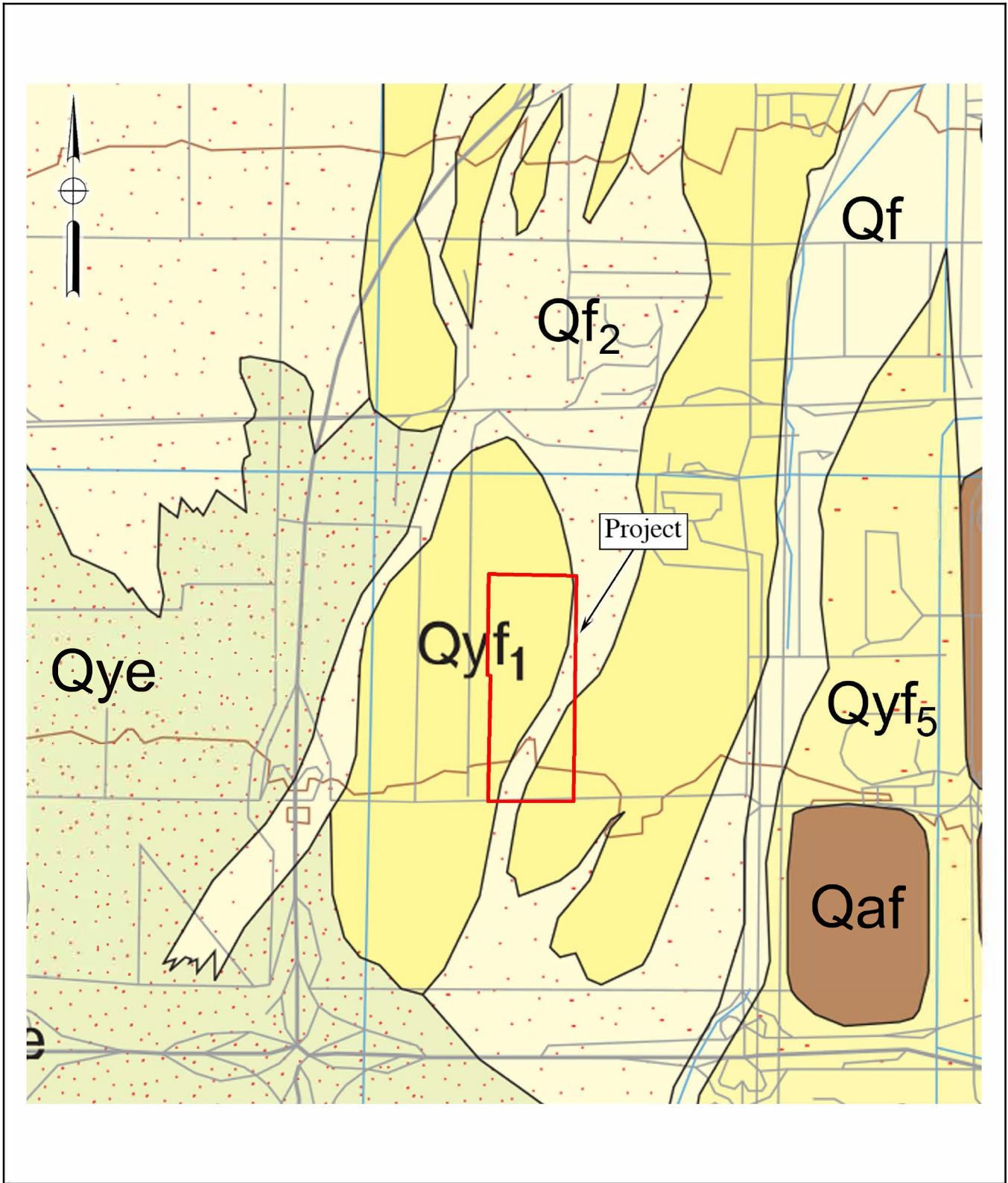
vertebrate fossils, deeper excavations that extend into older Quaternary deposits may encounter significant fossils. Alluvial deposits extend throughout the City. (Rancho Cucamonga, 2010b)

As shown on Figure 4.6-2, Geologic Map, the Project site and adjacent areas subsurface is mostly underlain by late Pleistocene and early Holocene young alluvial fan deposits (Qy<sub>f1</sub>) that occur as slightly raised areas protruding through the surrounding surficial Quaternary (late Holocene) very young alluvial-fan sediments (Qf<sub>2</sub>). The 6<sup>th</sup> Street at-grade crossing is also underlain by late Pleistocene and early Holocene young alluvial fan deposits. The late Pleistocene and early Holocene young alluvial fan deposits have a High paleontological resource sensitivity. Areas to the west of the Project site also consist of geologically young sediments, represented by young (Holocene and late Pleistocene) eolian sediments (Qye).

Young alluvial fan deposits may exceed 100 feet thick in some areas, but are approximately 15 feet thick for a broad area in the Fontana Plain approximately 5.0 miles east-northeast of the Project site. (BFSA, 2020)

The Paleontological Assessment for the Project included a review of available information to determine the paleontological sensitivity of the Project site and to identify any known paleontological localities in the Project area or in the general vicinity. A paleontological literature review and collections and records search was conducted by the Division of Geological Sciences at the San Bernardino County Museum (SBCM) in Redlands for another project approximately 1.0 mile southeast of the Project site (the Slover Avenue Distribution Center) (included in the Paleontological Assessment provided in Appendix G of this Draft EIR). The report did not identify any previously recorded fossil localities from within the boundaries of that project, but did discuss the presence of Ice Age vertebrate fossils, mainly larger terrestrial mammals, recovered from sediments to the south and southeast of the Project site, probably from the late Pleistocene to early Holocene old alluvial-fan deposits. The Pleistocene fossils recorded from approximately 2.0 miles southeast of the Project site included extinct species of mastodon, bison, and camel at depths as shallow as approximately 5 feet below the surface. Another locality a little over 2 miles south of the Project site property consisted of mammoth remains at a depth of about 20 feet below the surface. Additionally, the remains of a saber-toothed cat were recovered from Pleistocene sediments about 5 feet deep from a Fontana neighborhood on the north side of the Jurupa Hills. This locality is approximately 4 miles southeast of the Project site. (BFSA, 2020)





Source(s): Brian F. Smith & Associates (04-06-2020)

Figure 4.6-2



Geologic Map

### 4.6.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on geology and soils if it will:

- 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 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 wastewater disposal systems where sewers are not available for the disposal of wastewater; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

### 4.6.4 ENVIRONMENTAL IMPACTS

#### A. Regulatory Requirements

The Project is required to adhere to the following Regulatory Requirement (RRs).

**RR 6-1** In accordance with the City's Building Regulations, as contained in Title 15, Buildings and Construction, of the Rancho Cucamonga Municipal Code, which includes adoption of the 2019 California Building Code (CBC), all construction on the Project site shall comply with the CBC and the amendments and exemptions to the CBC that the City has adopted. This Title requires site-specific investigation and establishes construction standards and inspection procedures to ensure that development does not pose a threat to public safety.

**RR 6-2** All grading operations and construction on the Project site shall be conducted in conformance with the applicable City of Rancho Cucamonga Grading Standards



(Municipal Code Chapter 19.04). Grading operations shall also be consistent with the recommendations included in the Project-specific Geotechnical Investigation prepared by SCG for the Project.

**RR 6-3** Development on the Project site shall comply with Section 17.66.060 of the Rancho Cucamonga Development Code, with regard to dust control. Specifically, “no dust or particulate matter shall be emitted that is detectable by a reasonable person without instruments”.

**RR 6-4** In accordance with Chapter 17.56, Landscaping Standards, of the Rancho Cucamonga Development Code, which establishes minimum landscape requirements to control soil erosion, among other purposes, development on the Project site shall submit preliminary and final landscape and irrigation plans as part of the design review process (Section 17.20.040 of the Rancho Cucamonga Development Code).

**B. Impact Analysis**

**Threshold 6.1** *Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?*
- (ii) Strong seismic ground shaking?*
- (iii) Seismic-related ground failure, including liquefaction?*
- (iv) Landslides?*

**1. Rupture of Known Earthquake Fault**

Fault rupture can occur along pre-existing, known active fault traces; however, fault rupture also can splay from known active faults or rupture along unidentified fault traces. Based on review of Figure PS-2, Fault Hazards, of the General Plan, the Project site is not located in a fault hazard area (Rancho Cucamonga, 2010a). This is consistent with the conclusions of the Geotechnical Investigation, which identifies that there are no known active or potentially active faults on or trending toward the Project site and the Project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone (SCG, 2021). As previously identified, the closest active fault to the site is the Red Hill Fault, which is located approximately 4.1 miles to the northwest. The Project would not directly or indirectly expose people or structures to substantial adverse effects related to ground rupture. No impact would occur.

**Impact 6.1 (i)** The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. No mitigation is required.

## 2. *Strong Seismic Ground Shaking*

As discussed above, the Project site is situated in a seismically active region. Based on consideration of the major active faults in the area and on historical seismicity, the proposed uses at the Project site may be subject to moderate to large seismic events, resulting in strong seismic ground shaking. The primary geologic hazard in the Project area is seismic ground shaking.

The Geotechnical Investigation concludes that the Project site is classified as Site Class D, corresponding to a “Stiff Soil” Profile, according to the 2019 CBC. This classification is used as the basis for soils and seismic design criteria to be implemented for the Project. The Geotechnical Investigation finds that the use of a conventional shallow foundation supported in newly placed compacted fill would provide adequate support for the proposed structures, assuming the recommendations for site preparation identified in the Geotechnical Investigation are adhered to (as required by RR 6-2). The compacted fill would involve the removal of all fill materials and a portion of the near-surface alluvium. The soils present within the proposed building areas would be overexcavated.

Grading of the Project site would be performed in accordance with the recommendations outlined in the Geotechnical Investigation (refer to RR 6-2), and applicable portions of the CBC, and/or applicable City ordinances (refer to RRs 6-1 and 6-2). Compliance with applicable regulatory requirements and incorporation of recommendations from the Geotechnical Investigation would ensure that people and/or structures would not be exposed to potential substantial adverse effects from strong seismic ground shaking. This impact would be less than significant.

**Impact 6.1 (ii)** With adherence to the City’s Building Regulations/2019 CBC and the City’s Grading Standards (RRs 6-1 and 6-2) and all recommendations presented in the Geotechnical Investigation (RR 6-2), there would be a less than significant impact related to strong ground shaking. No mitigation is required.

## 3. *Seismic-Related Ground Failure*

Secondary seismic hazards addressed in the Geotechnical Investigation and relevant to this threshold include liquefaction. Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. Based on information in the General Plan (refer Figure to PS-3, Geotechnical Hazards) (Rancho Cucamonga, 2010a), and the site-specific Geotechnical Investigation, the Project site is not located within an area subject to liquefaction. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. As previously discussed, in the Project area, groundwater depths are 283 feet or more below the ground surface; therefore, the Project is not located within an area of liquefaction susceptibility. Liquefaction is not considered to be a design concern for this project. (SCG, 2021).

**Impact 6.1 (iii)** The Project is not located within an area of liquefaction susceptibility. The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. No mitigation is required.

#### 4. *Landslides*

The Project site is relatively flat, as is the immediately surrounding area. Based on review of Figure PS-4, Slopes, of the General Plan, the Project site is in an area with slopes less than 10% and no special hillside recommendations are required (Rancho Cucamonga, 2010a). Accordingly, the Project would not be exposed to landslide risks, and implementation of the Project would not pose a substantial direct or indirect landslide risk to surrounding properties. No impact would result.

**Impact 6.1 (iv)** The Project site and surrounding areas are relatively flat. The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No mitigation is required.

#### ***Threshold 6.2 Would the Project result in substantial soil erosion or the loss of topsoil?***

Previous grading activities and placement of fill disturbed the topsoil at the majority of the Project site (topsoil is the layer of the soil containing nutrients and is particularly valuable for agricultural operations). Existing topsoil would be disturbed with implementation of the Project; however, since no agricultural operations currently exist or are planned for the site, the disturbance would have less than significant effect on the loss of productive topsoil.

Erosion is the process by which the upper layers of the surface (such as soils) are worn and removed by the movement of water or wind. Soils with characteristics such as low permeability and/or low cohesive strength are more susceptible to erosion than those soils having higher permeability and cohesive strength. Additionally, the slope gradient on which a given soil is located also contributes to the soil's resistance to erosive forces. Because water is able to flow faster down steeper gradients, the steeper the slope on which a given soil is located, the more readily it will erode. Wind erosion can damage land and natural vegetation by removing soil from one place and depositing it in another. It mostly affects dry, sandy soils in flat, bare areas, but wind erosion may occur wherever soil is loose, dry, and finely granulated.

The Project site is located in a soil erosion hazard area, where underlying soils have a moderate to high erosion hazard and soil blowing hazard (Rancho Cucamonga, 2010a). However, under existing conditions, the majority of Project site is paved, developed, or landscaped, limiting the potential for erosion or windblown soil or sand. During construction activities, soil would be exposed and there would be an increased potential for localized soil erosion compared to the existing conditions, as wind and water could carry loose soils off site. Additionally, during a storm event, soil erosion could occur at an accelerated rate. Project site grading, the storm drain system, and landscape cover would be designed to City standards to minimize long-term erosion potential. City requirements to limit soil erosion are implemented via the Development Code and include control of particulate matter (i.e., fugitive dust) emissions and landscaping requirements. Construction and development activities would

comply with all applicable requirements of these regulations, per RR 6-3 and RR 6-4. Further, Chapter 17.66.060 of the City's Development Code requires development projects adhere to South Coast Air Quality Management District requirements for control of fugitive dust (refer to Section 4.2, Air Quality, of this Draft EIR).

Construction activities would also be conducted in compliance with the following regulations related to surface water quality during construction and operation of a project: the Clean Water Act; the State Water Resources Control Board and associated National Pollutant Discharge Elimination System (NPDES) permitting requirements; and Chapter 19.20, Municipal Separate Storm Sewer System, of the City of Rancho Cucamonga Municipal Code. Specifically, to control erosion during construction of the Project, the Project would be required to implement erosion-control Best Management Practices (BMPs) outlined in the Storm Water Pollution Prevention Plan (SWPPP) and in compliance with the NPDES (refer to additional discussion provided in Section 4.9, Hydrology and Water Quality, of this Draft EIR). Once the Project is operational, the potential for soil erosion via wind and water would be minimized through the introduction of development, including roads, buildings, paved areas, and landscaping in accordance with the City's regulations.

Therefore, with adherence to existing regulations and requirements, there would be a less than significant impact related to erosion during construction and operation of the Project.

**Impact 6.2** With adherence to City, regional, and State regulations related to management of windblown dust and other sources of soil erosion (RR 6-3 and RR 6-4), there would be a less than significant impact related to soil erosion during construction and operation of the Project. No mitigation is required.

***Threshold 6.3*** *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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Seismic-related ground failure, including landslides and liquefaction is addressed under Thresholds 6.1(iii) and 6.1(iv). Lateral spreading is a liquefaction-related phenomenon; as there is no risk of liquefaction, there would be no risk of lateral spreading.

As previously discussed, the near-surface soils encountered at the on-site boring locations consist of artificial fill soils and native alluvium. The fill soils possess variable strengths and densities. Based on these considerations, and a lack of documentation of the placement and compaction of these soils, the existing fill materials are considered to consist of undocumented fill, unsuitable for the support of the proposed structures. The near-surface alluvium also possesses variable strengths, densities, and composition. Additionally, it is anticipated that demolition of the existing structures and associated improvements would cause disturbance of the upper 3 to 5 feet of soil. Therefore, the Geotechnical Investigation recommends remedial grading within the proposed building areas in order to remove all of the undocumented fill soils in their entirety, the upper portion of the near-surface native alluvial soils, and any soils disturbed during the demolition process, and replace (reuse) these materials as compacted structural fill soils on-site. Grading of the Project site would be performed in accordance

with the City's building and grading standards and recommendations outlined in the Geotechnical Investigation (refer to RR 6-2).

Ground subsidence is the gradual settling or sinking of the ground, usually associated with the extraction of oil, gas, or ground water 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 (Rancho Cucamonga, 2010a) and is therefore not considered a significant source of unstable soil for the Project. However, based on the results of the laboratory testing conducted during preparation of the Geotechnical Investigation, removal and recompaction of the loose to medium dense near-surface soils, extending to depths of approximately 3 to 6 feet, is estimated to result in an average shrinkage of 7 to 13%. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be approximately 0.1 feet. The native soils that would remain in place below the recommended depth of overexcavation would not be subject to significant stress increases from the foundations of the new structures. Therefore, following completion of the recommended grading, post-construction settlements are expected to be within tolerable limits. Grading of the Project site would be performed in accordance with the City's building and grading standards and recommendations outlined in the Geotechnical Investigation (refer to RR 6-1 and RR 6-2).

Based on recommendations in the Geotechnical Investigation, measures related to grading would include, but not be limited to, initial site preparation; treatment of existing soils relative to building pads, retaining walls and site walls, flatwork, and parking and drive areas (e.g., removal of surficial vegetation, unsuitable soil removal, overexcavation); fill placement and compaction; use of imported structural fill; and, utility trench backfill. Other recommendations in the Geotechnical Investigation are related to excavation and slope stability, foundation design and construction, floor slab design and construction, retaining wall design and construction, including wall pressure, and pavement design.

In summary, impacts related to instability of the site's geologic materials would be less than significant for the Project with adherence to the City's building and grading standards and implementation of the recommendations of the Geotechnical Investigation (refer to RR 6-1 and RR 6-2).

**Impact 6.3** With adherence to the City's building and grading standards (RR 6-1 and RR 6-2), and recommendations presented in the Geotechnical Investigation (RR 6-2), there would be a less than significant impact related to unstable soils if encountered on the site. No mitigation is required.

**Threshold 6.4** *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?*

According to the Geotechnical Investigation, the near-surface soils encountered at the boring locations consist of silty sands, sandy silts and sands. The results of expansion index testing performed on soils from the upper approximately 5 feet at Boring Nos. B-9 and B-19 indicate that these soils possess a very low expansion potential (Expansion Index = 0 for both). Therefore, no design considerations related to expansive soils are considered warranted for the Project site. (SCG, 2021). Further, because

existing soils would be reused on-site as compacted structural fill soils, the Project would not require the import of soil; therefore, therefore soils with expansion potential would not be introduced to the Project site. The Project would not create a substantial direct or indirect risk to life or property related to expansive soils. No impact would result.

**Impact 6.4** The Project site soils have low expansion potential and no soils would be imported to the Project site. No impact would occur related to expansive soils and no mitigation is required.

**Threshold 6.5** *Would the 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?*

Consistent with the existing development at the Project site, the Project would connect to the City-owned municipal wastewater conveyance system; therefore, septic tanks or an alternative wastewater disposal system would not be permitted or utilized. Accordingly, implementation of the Project would result in no impact related to the use of or performance of septic tanks and/or alternative waste water systems.

**Impact 6.5** The Project would have no impact related to the use of or performance of septic tanks and/or alternative wastewater systems. No mitigation is required.

**Threshold 6.6** *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

As previously discussed, the Geotechnical Investigation identifies that the Project site is underlain by native alluvial soils. This is consistent with the Paleontological Assessment conducted by BFSa, which concludes that the Project site and surrounding areas, including the 6<sup>th</sup> Street at-grade crossing study area, are underlain with late Pleistocene and early Holocene young alluvial fan deposits, which have a High paleontological sensitivity. In addition, based on a paleontological literature review and records search, fossils were recovered from similar sediments located approximately two miles from the Project site.

The depth of the proposed excavation for the construction of the Project is up to 26 feet, specifically for the installation of stormwater runoff infiltration vaults. Therefore, there is a potential for significant paleontological resources to be unearthed during ground-disturbing activities. Without mitigation, construction of the Project would result in a potentially significant impact to paleontological resources. MM 6-1 requires that full-time paleontological monitoring be required starting at a depth of 12 feet below the surface during grading, excavation, or utility trenching activities at the Project site. No paleontological monitoring is necessary at the 6<sup>th</sup> Street at-grade crossing improvement, as construction activities would be conducted at-grade.

For grading and other earth disturbance activities at depths between five and 12 feet below the surface, periodic “spot checks” for potential paleontological resources is warranted and also required by MM

6-1. If significant fossils are discovered during a spot check, full-time monitoring is required. Monitoring of the Holocene very young alluvial fan deposits is not warranted, but the older alluvial-fan deposits that underlie these deposits, at an unknown depth, should be monitored as specified above, when they are identified by the monitor. MM 6-1 further identifies steps to be taken in the event paleontological resources are encountered, including temporary halting construction activities or diverting equipment to allow for the removal of fossils in a timely manner; depositing fossils in an accredited institution, if warranted; and, preparation of a final monitoring and mitigation report. With implementation of MM 6-1, potential impacts to paleontological resources would be less than significant.

**Impact 6.6** Construction at the Project has the potential to impact non-renewable paleontological resources, resulting in a potentially significant impact. Implementation of MM 6-1 would reduce this impact to a less than significant level.

#### **4.6.5 CUMULATIVE IMPACTS**

Geology and soils impacts are generally site-specific and there is typically little, if any, cumulative relationship between the development of a project and development within a larger cumulative area (e.g., city-wide development). For example, development at the Project site would not alter geologic events or soil features/characteristics (such as ground shaking, seismic intensity, or settlement) at other locations; therefore, the Project would not directly affect the level of intensity at which a seismic event or geologic hazard on an adjacent site is experienced. However, development of the Project and future development in the City may expose more persons to seismic hazards.

The Project and any future development projects would be required to comply with applicable State and local requirements, such as the City's Building Regulations, the 2019 CBC, the City's Grading Standards, and requirements for erosion control (refer to RR 6-1 through RR 6-4). As with the Project, future development would be required to have site-specific geotechnical investigations prepared to identify the geologic and seismic characteristics on a site and to provide recommendations for engineering design and construction to ensure the structural integrity of proposed development; these recommendations would be incorporated into Project design (refer to RR 6-2). Compliance of individual projects with the recommendations of the applicable geotechnical investigation would prevent hazards associated with unstable soils, landslide potential, lateral spreading, liquefaction, soil collapse, expansive soil, soil erosion, and other geologic issues.

The Project, in conjunction with cumulative development, including projects implementing the City's General Plan, could lead to accelerated degradation of previously unknown paleontological resources. However, each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the Project as outlined in the City's General Plan and General Plan EIR. If there is a potential for significant impacts on paleontological resources, an investigation would be required to determine the nature and extent of the resources and to identify appropriate mitigation measures, including requirements such as those identified in this section (refer to MM 6-1). The Project includes measures to identify, recover, and/or record any paleontological resource that may occur within the Project limits resulting in less than significant impacts.



Based on the foregoing, the Project's contribution to cumulative geology and soils impacts would be less than significant, with mitigation.

#### 4.6.6 MITIGATION MEASURES

**MM 6-1** Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on-site subsurface excavation of Quaternary (i.e., early Holocene and late Pleistocene) alluvial-fan deposits, as outlined below. Selection of the paleontologist shall be subject to approval of the City of Rancho Cucamonga Planning Director, or designee, and no grading activities shall occur at the site until the paleontologist has been approved by the City. The PRIMMP shall include the requirements below.

- Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor. Monitoring shall be conducted full time in areas of grading or excavation activities that occur in undisturbed exposures of Quaternary (i.e., early Holocene and late Pleistocene) alluvial-fan deposits at a depth of 12 feet and below in order to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources. For grading and other earth disturbance activities at depths between 5 and 12 feet below the surface, periodic spot checks for potential paleontological resources shall be conducted. Periodic monitoring shall consist of approximately 1 to 3 scheduled site visits per week by a paleontological monitor during construction ground disturbance. If significant fossils are discovered during a spot check, full-time monitoring should be initiated
- Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if they are present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.
- Recovered specimens shall be prepared to a point of identification and permanent preservation, including screen-washing sediments to recover small invertebrates and vertebrates, if indicated by the results of test sampling. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils.

- All fossils shall be deposited in an accredited institution, such as the San Bernardino County Museum, that maintains collections of paleontological materials. All costs of the paleontological monitoring and mitigation program, including any one-time charges by the receiving institution, are the responsibility of the Project Applicant.
- The Project Paleontologist shall prepare of a final monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). A letter documenting receipt and acceptance of all fossil collections by the receiving institution must be included in the final report. The report, when submitted to (and accepted by) the City of Rancho Cucamonga, shall signify satisfactory completion of the project program to mitigate impacts to any nonrenewable paleontological resources.

#### 4.6.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts related to geology and soils would be less than after mitigation.

#### 4.6.8 REFERENCES

Brian F. Smith and Associates (BFSA). 2020 (September 16). *Paleontological Assessment for the 12434 4<sup>th</sup> Street Project Rancho Cucamonga, California*. (Included in Appendix G of this Draft EIR).

Southern California Geotechnical (SCG). 2021 (January 12). *Geotechnical Investigation Two Proposed Warehouses, 12434 4<sup>th</sup> Street, Rancho Cucamonga, California*. (Included in Appendix F of this Draft EIR).

Rancho Cucamonga, City of. 2010a (May 19). *Rancho Cucamonga General Plan*. Available at: <https://www.cityofrc.us/community-development/planning>.

———. 2010b (February). *Rancho Cucamonga 2010 General Plan Update Program Environmental Impact Report*.

## **4.7 GREENHOUSE GAS EMISSIONS**

This section evaluates the Project's potential to have adverse effects on greenhouse gas (GHG) emissions during construction and operation. The analysis in this section is based on the Project-specific *Bridge Point Rancho Cucamonga Greenhouse Gas Analysis, City of Rancho Cucamonga* (GHG Analysis), prepared by Urban Crossroads (April 15, 2021) (Urban Crossroads, 2021a), and included in Appendix H of this Draft EIR. Refer to Section 4.7.8, References, for a complete list of references.

In response to the Notice of Preparation (NOP), the South Coast Air Quality Management District (SCAQMD) provided recommendations for the method of analysis, including modeling.

### **4.7.1 RELEVANT POLICIES AND REGULATIONS**

Subsection 2.7, Regulatory Setting, of the Project's GHG Analysis included as Appendix H of this Draft EIR provides a discussion of the existing regulatory setting related to GHGs. The following is a summary of the regulations particularly relevant to the Project.

#### **A. Federal Policies and Regulations**

##### **1. *Greenhouse Gases Endangerment***

In *Massachusetts v. Environmental Protection Agency* (EPA) 549 U.S. 497 (2007), decided on April 2, 2007, the U.S. Supreme Court (Supreme Court) found that four GHGs, including CO<sub>2</sub>, are air pollutants subject to regulation under Section 202(a)(1) of the Federal Clean Air Act (CAA). The Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA (Endangered Finding and Cause of Contribute Finding).

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section "Clean Vehicles" below. After a lengthy legal challenge, the Supreme Court declined to review an Appeals Court ruling that upheld the EPA Administrator's findings.

##### **2. *Light-Duty Vehicle Greenhouse Gas Emission and Corporate Average Fuel Economy Standards***

Congress first passed the Corporate Average Fuel Economy (CAFE) law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On April 1, 2010, the EPA, and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the U.S. The national program's first phase applies to passenger cars, light-duty trucks, and medium-duty (MD) passenger vehicles, covering model years 2012 through 2016. The EPA and the NHTSA issued final rules on a second-

phase joint rulemaking establishing national standards for light-duty vehicles for model years 2017 through 2025 in August 2012. The new standards for model years 2017 through 2025 apply to passenger cars, light-duty trucks, and MD passenger vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO<sub>2</sub> in model year 2025, equivalent to 54.5 mpg if achieved exclusively through fuel economy improvements. The EPA and the U.S. Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks (HDT) and buses on September 15, 2011, effective November 14, 2011 addressing model years through 2018.

On August 2, 2018, the NHTSA in conjunction with the EPA, released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule). The SAFE Vehicles Rule was proposed to amend existing CAFE and tailpipe CO<sub>2</sub> standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. As of March 31, 2020, the NHTSA and EPA finalized the SAFE Vehicle Rule, which increased the stringency of CAFE and CO<sub>2</sub> emissions standards by 1.5% each year through model year 2026.

### **3. SmartWay Program**

The SmartWay Program is a public-private initiative between the EPA, large and small trucking companies, rail carriers, logistics companies, commercial manufacturers, retailers, and other federal and state agencies. Its purpose is to improve fuel efficiency and the environmental performance (reduction of both GHG emissions and air pollution) of the goods movement supply chains. Most large trucking fleets driving newer vehicles are compliant with SmartWay design requirements. Moreover, over time, all HDTs would have to comply with the California Air Resources Board (CARB) GHG Regulations designed with the SmartWay Program in mind to reduce GHG emissions by making them more fuel-efficient. Through the SmartWay Technology Program, the EPA has evaluated the fuel-saving benefits of various devices through grants, cooperative agreements, emissions and fuel economy testing, demonstration projects, and technical literature review. As a result, the EPA has determined the following types of technologies provide fuel saving and/or emission reducing benefits when appropriately used in their designed applications, and has verified certain products: idle reduction technologies, aerodynamic technologies, low rolling resistance tires, retrofit technologies, and federal excise tax exemptions.

#### ***B. State Policies and Regulations***

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for coordinating and administering both federal and State air pollution control programs in California. The California Global Warming Solutions Act (commonly referred to as Assembly Bill [AB] 32), Senate Bill (SB) 32, and other State policies, regulations, and laws addressing GHG emissions are discussed in Section 2.7, Regulatory Setting, of the GHG Analysis included in Appendix H of this Draft EIR. A summary of regulations particularly relevant to the Project is provided below.

### **1. Title 24 California Code of Regulations**

CCR Title 24 Part 6: The California Energy Code is 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 California Energy Commission (CEC) adopted the 2019 version of Title 24 that became effective on January 1, 2020.

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code administered by the California Building Standards Commission. The most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official. Local jurisdictions are permitted to adopt more stringent requirements, as State law provides methods for local enhancements.

The 2019 Title 24 standards will result in less energy use, thereby reducing GHG emissions associated with energy consumption in the South Coast Air Basin (SoCAB) and across the State of California. 2019 CALGreen standards that are applicable to the Project as further described in the Project's GHG Analysis are related to parking, EV charging stations, lighting, and waste management, water conservation, and commissioning.

### **2. Executive Order S-3-05**

Former California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80% below 1990 levels. The Executive Order S-3-05 target for 2010 of reducing GHG emissions to 2000 levels has been achieved. The 2020 goal was established to be a mid-term target. The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

### **3. Assembly Bill 32 (AB 32)**

The California State Legislature enacted AB 32, which requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. Pursuant to AB 32, CARB adopted regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The State has made steady progress in implementing AB 32 CARB has also made substantial progress in achieving its goal of achieving 1990 emissions levels by 2020.

### **4. Assembly Bill 1493 (AB 1493)**

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. The second phase of the bill's implementation is currently in effect and was incorporated into Amendments to the Low-Emission

Vehicle Program (LEV III) or the Advanced Clean Cars program. The Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025.

#### **5. *Senate Bill 97 (SB 97) and the CEQA Guidelines Update***

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code addressing analysis of GHG emissions pursuant to CEQA. On December 28, 2018, the Natural Resources Agency announced the Office of Administrative Law (OAL) approved the amendments to the CEQA Guidelines for implementing CEQA. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing CEQA Guidelines to reference climate change.

Section 15064.4 was amended to state that in determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change.

#### **6. *Executive Order S-01-07 – Low Carbon Fuel Standard (LCFS)***

The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce California's transportation fuels' carbon intensity by at least 10% by 2020. In particular, the Executive Order established a low carbon fuel standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the CEC, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. The Board approved the LCFS regulation in 2009, which has subsequently been revised. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

#### **7. *Senate Bill 375 (SB 375)***

SB 375 was signed by the Governor on September 30, 2008, and: (1) requires metropolitan planning organizations (MPO) to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies. SB 375 also requires Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region.

#### **8. *Assembly Bill 1881 (AB 1881) – Water Conservation Act***

The Model Water Efficient Landscape Ordinance (MWELO) was required by AB 1881, the Water Conservation Act. The bill required local agencies to adopt a local landscape ordinance at least as

effective in conserving water as the Model Ordinance by January 1, 2010. Reductions in water use of 20% consistent with Senate Bill X7-7 (SB X7-7) 2020 mandate are expected upon compliance with the ordinance. New development projects that include landscape areas of 500 sf or more are subject to the

#### **9. Senate Bill 32 (SB 32) and AB 197**

SB 32 requires the State to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB responds to the Governor and the Legislature.

#### **10. CARB Climate Change Scoping Plan and 2017 Scoping Plan Update**

CARB's Climate Change Scoping Plan (Scoping Plan) contained measures designed to reduce the State's emissions to 1990 levels by the year 2020 to comply with AB 32. In compliance with AB 32 and the 2008 Scoping Plan, the target year 2020 has been fulfilled. In November 2017, CARB released the 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the LCFS, and much cleaner cars, trucks, and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH<sub>4</sub> emissions from agricultural and other wastes. The 2017 Scoping Plan Update establishes a new emissions limit of 260 MMTCO<sub>2e</sub> for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030.

California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero-emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH<sub>4</sub>, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the Final 2017 Scoping Plan Update framework are addressed under the analysis presented under Threshold b in Section 4.7.4, Environmental Impacts, of this Draft EIR. Note, however, that the 2017 Scoping Plan acknowledges that:

*"[a]chieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a*



*substantial contribution to the cumulatively significant environmental impact of climate change under CEQA."*

### **11. CARB Refrigerant Management Program**

CARB adopted a regulation in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in sections 95380 to 95398 of Title 17, CCR. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 pounds of a high GWP refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, nonresidential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.

### **12. Tractor-Trailer GHG Regulation**

The tractors and trailers subject to this regulation must either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay-verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. There are also requirements for trailers to have low rolling resistance tires and aerodynamic devices.

### **13. Phase I and 2 Heavy-Duty Vehicle GHG Standards**

CARB has adopted a regulation for GHG emissions from HDTs and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the EPA rule for new trucks and engines nationally. Existing heavy-duty vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies (i.e., the Heavy-Duty Tractor-Trailer GHG Regulation), and in-use fleet retrofit requirements such as the Truck and Bus Regulation. CARB staff has worked jointly with the EPA and the NHTSA on the next phase of federal GHG emission standards for medium-duty trucks (MDT) and HDT vehicles, called federal Phase 2. In February 2019, the OAL approved the Phase 2 Heavy-Duty Vehicle GHG Standards, which became effective April 1, 2019. The Phase 2 GHG standards are needed to offset projected vehicle miles travelled (VMT) growth and keep heavy-duty truck CO<sub>2</sub> emissions declining. The federal Phase 2 standards establish for the first time, federal emissions requirements for trailers hauled by heavy-duty tractors. The federal Phase 2 standards are more technology-forcing than the federal Phase 1 standards, requiring manufacturers to improve existing technologies or develop new technologies to meet the standards. The federal Phase 2 standards for tractors, vocational vehicles, and heavy-duty pick-up trucks and vans (PUVs) will be phased-in from 2021-2027 additionally, for trailers, the standards are phased-in from 2018 (2020 in California) through 2027.

### **C. Regional Policies and Regulations**

#### **1. *South Coast Air Quality Management District (SCAQMD)***

SCAQMD is the agency responsible for air quality planning and regulation in the South Coast Air Basin (SoCAB) and serves as the Lead Agency or Responsible Agency for projects. The SCAQMD acts as an expert commenting agency for impacts to air quality and GHG emissions. The SCAQMD also helps local land use agencies develop models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects used by local lead agencies in the SoCAB. The Working Group developed several different options in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, which could be applied by lead agencies. The working group has not provided additional guidance since the release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to the significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim threshold is 10,000 MTCO<sub>2</sub>e/yr for industrial projects where the SCAQMD is the lead agency.

SCAQMD Regulation XXVII, adopted in 2009 includes Rule 2700 (defines terms and post-global warming potentials); Rule 2701 (establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD); and Rule 2702 (created a program to produce GHG emission reductions within the SCAQMD).

#### **2. *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)***

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a MPO and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles.

SCAG's *2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)*, also referred to as *Connect SoCal*, develops long-range regional transportation plans including a sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region. The RTP/SCS provides objectives for meeting air pollution emissions reduction targets set forth by the CARB; these objectives were provided in direct response to SB 375), discussed above. The Subregional Sustainable Communities Strategies identifies the Project site as being located in an area with a "Standard Suburban" land use pattern, which is defined as auto-oriented development with a minimal mix of land uses.

The *Goods Movement Technical Report* of *Connect SoCal* recognizes that the SCAG region is the premier trade gateway for the United States. *Connect SoCal* acknowledges that the SCAG region has witnessed continued growth for warehousing, distribution, cold storage, and truck terminal facilities, with a majority of the growth for national and regional distribution facilities occurring in the Inland Empire. Through *Connect SoCal*, SCAG is working on various regional strategies to maintain the SCAG region as an important trade gateway while addressing regional transportation efficiency and environmental sustainability.

**D. Rancho Cucamonga**

**1. *City of Rancho Cucamonga Sustainable Community Action Plan***

The City of Rancho Cucamonga released the Sustainable Community Action Plan (Plan) on April 5, 2017. To align with the State's long-term GHG reduction goals, the Plan identifies steps that the City can take to contribute towards a GHG reduction target that reduces emissions to 15% below 2008 levels by 2020. Policies and actions to achieve long-term GHG reduction targets beyond 2020 that are further out in the future will be considered as the City identifies updates or revises the Rancho Cucamonga General Plan. It should be noted that the Plan does not authorize or mandate any given activity or initiative on the environment in the City of Rancho Cucamonga.

**2. *Greenhouse Gas Emissions and Climate Change Vulnerability Assessment***

The City of Rancho Cucamonga released the Greenhouse Gas Emissions and Climate Change Vulnerability Assessment (Assessment) report in May 2020. The Assessment discusses climate change science and existing guidance for setting communitywide reduction targets and developing plans for GHG reduction. The Assessment also summarizes current and potential future climate-related impacts that may affect the City, evaluates how these impacts would potentially affect the community's populations, assets, and functions, and prioritizes how the City should address each vulnerability through the General Plan Update and Local Hazard Mitigation Plan.

**4.7.2 EXISTING SETTING**

**A. Global Climate Change and Greenhouse Gases**

As further described in the GHG Analysis included in Appendix H of this Draft EIR, Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth concerning temperature, precipitation, and storms. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs from human activity and industrialization over the past 200 years.

Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO<sub>2</sub>, N<sub>2</sub>O, CH<sub>4</sub>, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>) are described in detail in the GHG Analysis, along with their potential health effects. These particular gases are important due to their residence time (duration they stay) in the atmosphere, ranging from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent

radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages. Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

The effects of climate change in California related to public health, water resources, agriculture, forests, and landscapes, rising sea levels, and human health are described in Subsection 2.6 of the GHG Analysis included in Appendix H of this Draft EIR. For the purposes of this analysis, emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O were evaluated because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases. Provided below is a description of GHGs, their sources, and their health effects.

**1. Global Warming Potential**

GHGs have varying Global Warming Potential (GWP) values. GWP of a GHG indicates the amount of warming a gas causes over a given period of time and represents a gas's potential to trap heat in the atmosphere. CO<sub>2</sub> is utilized as the reference gas for GWP, and thus has a GWP of 1. CO<sub>2</sub> equivalent (CO<sub>2</sub>e) is a term used for describing the difference GHGs in a common unit. CO<sub>2</sub>e signifies the amount of CO<sub>2</sub> which would have the equivalent GWP. Table 4.7-1, GWP and Atmospheric Lifetime of Select GHGs, summarizes the atmospheric lifetime and GWP of selected GHGs. As shown, GWP for the 2<sup>nd</sup> Assessment Report, the Intergovernmental Panel on Climate Change (IPCC) 's scientific and socio-economic assessment on climate change, range from 1 for CO<sub>2</sub> to 23,900 for SF<sub>6</sub> and GWP for the IPCC's 5th Assessment Report range from 1 for CO<sub>2</sub> to 23,500 for SF<sub>6</sub>.

**Table 4.7-1 GWP and Atmospheric Lifetime of Select GHGs**

Gas	Atmospheric lifetime (years)	GWP (100-year time horizon)	
		2 <sup>nd</sup> Assessment Report	5 <sup>th</sup> Assessment Report
CO <sub>2</sub>	See*	1	1
CH <sub>4</sub>	12 .4	21	28
N <sub>2</sub> O	121	310	265
HFC-23	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF <sub>6</sub>	3,200	23,900	23,500

\*As per Appendix 8.A. of IPCC's 5th Assessment Report, no single lifetime can be given.  
 Source: Table 2.14 of the IPCC Fourth Assessment Report, 2007  
 (Urban Crossroads, 2021a, Table 2-2)

**B. Global, National, and State Contributions to GHG Emissions**

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for

Annex I nations are available through 2018. Based on the latest available data, the sum of these emissions totaled approximately 28,768,439 gigagram (Gg) CO<sub>2</sub>e, as summarized in Table 4.7-2, Top GHG Producing Countries and the European Union. As noted in Table 4.7-2, the United States (U.S.), as a single country, was the number two producer of GHG emissions in 2018.

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls. However, it is still a substantial contributor to the U.S. emissions inventory total. The CARB compiles GHG inventories for the State of California. Based on the 2019 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2017 GHG emissions period, California emitted an average 424.1 million metric tons of CO<sub>2</sub>e year (MMTCO<sub>2</sub>e/yr).

**Table 4.7-2 Top GHG Producing Countries and the European Union**

<b>Emitting Countries</b>	<b>GHG Emissions (Gg CO<sub>2</sub>e)</b>
China	12,300,200
United States	6,676,650
European Union (28-member countries)	4,232,274
Russian Federation	2,220,123
India	2,100,850
Japan	1,238,343
<b>Total</b>	<b>28,768,439</b>

(Urban Crossroads, 2021a, Table 2-3)

**C. Existing Site GHG Emissions**

The Project site is currently occupied by a 1,431,000-sf warehouse building and a 23,240-sf retail building. For purposes of analysis, area source emissions associated with the existing land use were calculated based on assumptions provided in CalEEMod. Energy usage for the existing use was based on bills provided by the Project Applicant. Water usage was based on information provided in the WSA which identified a 10,184 gpd water demand for the existing use. Lastly, mobile source emissions were based on the Institute of Transportation Engineers (ITE) trip generation information provided in the *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo* for operation of the warehouse building as a high-cube transload short-term storage warehouse use (without cold storage) and operation of the retail building as a free-standing discount store use (Urban Crossroads, 2021b). The estimated GHG emissions from the existing development on the Project site are summarized in Table 4.7-3, Existing Site GHG Emissions.

**Table 4.7-3 Existing Site GHG Emissions**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Area Source	0.04	1.00E-04	0.00	0.04
Energy Source	7,269.56	0.18	0.11	7,308.09
Mobile Source (Passenger Car)	4,174.72	0.17	0.00	4,178.87
Mobile Source (Truck)	6,561.38	0.46	0.00	6,572.79
Waste	293.34	17.34	0.00	726.74
Water Usage	16.60	0.12	2.99E-03	20.54
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>18,807.07</b>			

CalEEMod output, See Appendices 3.4 through 3.5 of the Project's GHG Analysis (Appendix H of this Draft EIR) for detailed model outputs. (Urban Crossroads, 2021a, Table 3-7)

**4.7.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact due to GHG emissions if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The City of Rancho Cucamonga does not have an adopted threshold of significance for GHG emissions. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The SCAQMD's adopted numerical threshold of 10,000 MTCO<sub>2</sub>e/yr for industrial stationary source emissions is selected as the appropriate significance criterion. The Project would entail the development of the site with warehouse buildings, which are a common characteristic of an industrial operation, the Project is analogous to an industrial use. Further, as further discussed in Section 4.13, Transportation, the estimate of the Project's traffic generation is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup> Edition & 10<sup>th</sup> Edition Supplement, 2020. Also, 10,000 MTCO<sub>2</sub>e has been used as the significance threshold by many local government lead agencies for logistics projects throughout the SCAG region since the SCAQMD adopted this threshold for its own use. Accordingly, the City selected the SCAQMD-adopted industrial threshold to analyze this Project in this Draft EIR. Further, to ensure that the threshold is conservative in its application, although the SCAQMD uses their adopted 10,000 MTCO<sub>2</sub>e threshold to determine the significance of stationary source emissions for industrial projects, the 10,000 MTCO<sub>2</sub>e threshold used in the analysis in this Subsection is applied cumulatively to all sources of Project-related GHG emissions whether stationary source, mobile source, area source, or other.

Use of this threshold is also consistent with guidance provided in the California Air Pollution Control Officers Association (CAPCOA) CEQA and Climate Change handbook. As such the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90% of emissions from future development. The latest threshold developed by

SCAQMD using this method is 10,000 MTCO<sub>2</sub>e/yr for industrial projects. This threshold is based on the review of 711 CEQA projects. The SCAQMD found that use of the 10,000 MTCO<sub>2</sub>e threshold would result in a capture rate of 90% for all new or modified projects. A 90% emission capture rate means that 90% of total emissions from all new or modified stationary source projects would be subject to some type of CEQA analysis.

As such, the SCAQMD's recommended GHG threshold was established to achieve an emission capture rate of 90% of all new or modified stationary source projects. A GHG significance threshold based on a 90% emission capture rate is appropriate for addressing the long-term adverse potential impacts of GHG emissions. Further, a 90% emission capture rate sets the emission threshold low enough to capture a substantial fraction of future projects constructed to accommodate future Statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that would in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on SCAQMD estimates that these GHG emissions would account for less than 1% of future 2050 statewide GHG emissions target (85 MMTCO<sub>2</sub>e/yr). In addition, these small projects would be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory (Urban Crossroads, 2021a).

#### 4.7.4 ENVIRONMENTAL IMPACTS

***Threshold 7.1 Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Please refer to Section 4.2, Air Quality, of this Draft EIR, and the Project's Air Quality Impact Analysis included in Appendix B1 of this Draft EIR (Urban Crossroads, 2021c), for a discussion of the models used to estimate the Project's GHG emissions, and a description of construction and operational modeling assumptions. Modeling and Project-related input assumptions used to evaluate the Project's GHG impacts are based on the same modeling methodology conducted to assess the Project's air quality impacts.

An individual project like the Project cannot generate enough GHG emissions to affect a discernible global climate change. However, the Project may participate in GCC's potential by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which, when taken together, constitute potential influences on GCC.

##### **A. Construction Activities**

Project construction activities would generate CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions. The Project's Air Quality Impact Analysis (Appendix B1 of this Draft EIR) contains detailed information regarding Project construction activities. As discussed in the Air Quality Impact Analysis, construction-related emissions are expected from the construction activities presented in Table 4.7-4, Construction Activities.



**Table 4.7-4 Construction Activities**

Area	Phase Name	Phase Type
Overall Site	Site Work	Demolition/Crushing
		Grading
Building 1	Site Work	Utilities/Infrastructure Construction
		Paving
	Vertical Construction	Building Construction
		Architectural Coating
Building 2	Site Work	Utilities/Infrastructure Construction
		Paving
	Vertical Construction	Building Construction
		Architectural Coating

(Urban Crossroads, 2021a, Table 3-1)

The proposed construction activities also include the at-grade crossing of the railroad spur to complete 6<sup>th</sup> Street between Santa Anita Avenue and Etiwanda Avenue; the anticipated scope of the construction area for this at-grade crossing is shown on Figure 3-13, 6<sup>th</sup> Street At-Grade Crossing, and described in Section 3.0, Project Description, of this Draft EIR. For purposes of analysis, construction is expected to commence in July 2021 and last through November 2022. Section 3.0, provides the summary of construction equipment assumptions by construction phase.

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life, then adding that number to the annual operational phase GHG emissions. As such, mitigated construction emissions were amortized over 30 years and added to GHG emissions' annual operational phase. The amortized construction emissions are presented in Table 4.7-5, Amortized Annual Construction Emissions. As shown, the Project's construction would result in GHG emissions of approximately 5,545.72 MTCO<sub>2e</sub>, or annual GHG emissions of 184.86 MTCO<sub>2e</sub> when amortized over 30 years following the SCAQMD-recommended methodology. Because construction emissions are amortized over a 30-year project lifetime and are included in evaluating operational emissions, there is no significance finding for construction emissions.

**Table 4.7-5 Amortized Annual Construction Emissions**

Year	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2e</sub> <sup>1</sup>
2021	1,433.91	0.24	0.00	1,440.03
2022	4,095.34	0.41	0.00	4,105.69
Total	5,529.25	0.66	0.00	5,545.72
<b>Amortized Construction Emissions (MTCO<sub>2e</sub>)</b>	<b>184.31</b>	<b>0.02</b>	<b>0.00</b>	<b>184.86</b>

CalEEMod annual construction-source emissions are presented in Appendix 3.1 of the Project's GHG Analysis (Appendix H of this Draft EIR).  
<sup>1</sup> CalEEMod reports the most common GHGs emitted which include CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. These GHGs are then converted into the CO<sub>2e</sub> by multiplying the individual GHG by the GWP.  
 (Urban Crossroads, 2021a, Table 3-4)

**B. Operational Activities**

As discussed in Section 3.4.3.B of the Project Description, based on the currently proposed building design/site plan, it is anticipated that 90% of the proposed building area (Building 1 and Building 2) would be operated as high-cube non-sort fulfillment center warehouse uses (1,957,500 sf), and the remaining 10% of the building area (Building 1 and Building 2) would be operated as high-cube cold storage warehouse uses (217,500 sf). Operational activities associated with the Project would result in emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from area source emissions; energy source emissions; mobile source emissions; on-site cargo handling equipment emissions; water supply, treatment, and distribution; and solid waste. A detailed description of the operational emissions sources is presented in Section 3.5 of the Project's GHG Analysis included as Appendix H of this Draft EIR.

**C. Estimated Annual GHG Emissions**

Table 4.7-6, Project GHG Emissions, summarizes the annual GHG emissions associated with the operation of the proposed Project. The existing development emissions (previously presented in Table 4.7-3) were subtracted from the Project GHG emissions to determine the net new emissions generated by the Project. As shown in Table 4.7-6, construction and operation of the Project would generate a

**Table 4.7-6 Project GHG Emissions**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Annual construction-related emissions amortized over 30 years	184.31	0.02	0.00	184.86
Area Source	0.10	2.60E-04	0.00	0.10
Energy Source	4,011.26	0.17	0.03	4,025.61
Mobile Source (Passenger Car)	6,388.45	0.15	0.00	6,392.19
Mobile Source (Truck)	9,509.89	0.65	0.00	9,526.21
On-Site Equipment Source	49.02	0.02	0.00	49.41
TRUs	-	-	-	49.21
Waste	415.02	24.53	0.00	1,028.18
Water Usage	24.11	0.18	4.34E-03	29.82
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>21,285.60</b>			
<i>Existing Emissions</i>	<i>-18,807.07</i>			
<b>Net Emissions (Project – Existing)</b>	<b>2,478.53</b>			
<b>Screening Threshold (CO<sub>2</sub>e)</b>	<b>10,000</b>			
<b>Threshold Exceeded?</b>	<b>NO</b>			

\*. “= Emissions not calculated

CalEEMod output, See Appendices 3.1 through 3.3 of the Project's GHG Analysis (Appendix H of this Draft EIR) for detailed model outputs. (Urban Crossroads, 2021a, Table 3-8)

net total of approximately 2,478.53 MTCO<sub>2</sub>e/yr. The net GHG emissions generated by the Project would not exceed the SCAQMD/City of Rancho Cucamonga screening threshold of 10,000 MTCO<sub>2</sub>e/yr. Thus, the Project, operated as high-cube non-sort fulfillment center warehouse and high-cube cold storage warehouse uses, would not have the potential to result in a cumulatively-considerable impact concerning GHG emissions, and impacts would be less than significant.

A high-cube sort fulfillment center warehouse use is not proposed as part of the Project, and the site plan as currently proposed does not support this on-site use. Nevertheless, for the purpose of providing a conservative analysis, the potential operational impacts associated with an increase in net trip generation that could occur if the proposed buildings operated as 90% high-cube sort fulfillment center warehouse and 10% high-cube cold storage warehouse uses have been evaluated. *The Bridge Point Rancho Cucamonga High-Cube Sort Fulfillment Center Supplemental Air Quality, Greenhouse Gas, Health Risk, and Energy Assessment* (Sort Use Supplemental Assessment) prepared by Urban Crossroads (April 2021) (Urban Crossroads, 2021e) is provided in Appendix B4 of this Draft EIR. The increased trip generation and associated increase in GHG emissions is based on an estimate of trips presented in Section 4.13 of this Draft EIR. As presented in Table 3 of the Sort Use Supplemental Assessment, the net annual increase in GHG emissions from operation of the proposed buildings as high-cube sort fulfillment center warehouse and high-cube cold storage warehouse uses (approximately 8,504 MTCO<sub>2</sub>e/yr) would not exceed the SCAQMD/City of Rancho Cucamonga screening threshold of 10,000 MTCO<sub>2</sub>e/yr and would result in a less than significant impact.

**Impact 7.1** The Project would not exceed the screening threshold for GHG emissions and would not generate GHG emissions, either directly or indirectly, that may significantly impact the environment. Impacts would be less than significant, and no mitigation is required.

***Threshold 7.2 Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

The Project's consistency with SB 32 (2017 Scoping Plan), the City's Sustainability Community Action Plan, and Connect SoCal, is discussed below. Consistency with AB 32 and the 2008 Scoping Plan is not necessary, since the target year for AB 32 and the 2008 Scoping Plan was 2020, and the Project's buildout year is 2022. As such the 2008 Scoping Plan does not apply and consistency with the 2017 Scoping Plan is relevant.

**A. SB 32/2017 Scoping Plan Consistency**

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 4.7-7, 2017 Scoping Plan Consistency Summary, summarizes the Project's consistency with the 2017 Scoping Plan. As indicated in Table 4.7-7, the Project would not conflict with any of the Scoping Plan provisions and supports seven of the action categories.

**Table 4.7-7 2017 Scoping Plan Consistency Summary**

Action	Responsible Parties	Consistency
<b>Implement SB 350 by 2030</b>		
<p>Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.</p>	<p>CPUC, CEC, CARB</p>	<p><b>No Conflict.</b> The Project would use energy from Southern California Edison (SCE) or Rancho Cucamonga Municipal Utility, which have committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE or RCMU energy source diversification efforts.</p>
<p>Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.</p>		<p><b>No Conflict.</b> The Project would replace the existing 1,431,000 s.f. warehouse building and 23,240 s.f. retail building, which do not meet current energy efficiency standards. The Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements. The Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.</p>
<p>Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.</p>		
<b>Implement Mobile Source Strategy (Cleaner Technology and Fuels)</b>		
<p>At least 1.5 million zero emission and plug-in hybrid light-duty EVs by 2025.</p>	<p>CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies</p>	<p><b>No Conflict.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the Project must comply with the standards and therefore comply with the strategy.</p>
<p>At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030.</p>		<p><b>No Conflict.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. As this is a CARB enforced standard, vehicles that access the Project must comply with the standards and therefore comply with the strategy.</p>
<p>Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.</p>		<p><b>No Conflict.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing</p>

Action	Responsible Parties	Consistency
		Advanced Clean cars regulations. As this is a CARB enforced standard, vehicles that access the Project must comply with the standards and therefore comply with the strategy.
Medium- and Heavy-Duty GHG Phase 2.		<b>No Conflict.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and would therefore comply with the strategy.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO <sub>x</sub> standard.		<b>Not applicable.</b> This measure is not within the purview of this Project.
Last Mile Delivery: New regulation that would result in the use of low NO <sub>x</sub> or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		<b>No Conflict.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		<b>No Conflict.</b> Based on the <i>Bridge Point Rancho Cucamonga Vehicle Miles Traveled (VMT) Analysis</i> (included in Appendix L1 and summarized in Section 4.13, Transportation, of this Draft EIR) (Urban Crossroads, 2021d), the Project's VMT impact would be considered less than significant based on the City's Low VMT Area screening threshold. Further, the Project's VMT impact would be considered less than significant based on the comparison of baseline Project-generated VMT per service population to the City's baseline condition.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	<b>No Conflict.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.

Action	Responsible Parties	Consistency
<p>Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).</p>	<p>CalSTA,                      SGC,                      OPR,                      CARB,                      Governor's Office of Business and Economic Development (GO-Biz),                      California Infrastructure and Economic Development Bank (IBank),                      Department of Finance (DOF),                      California Transportation Commission (CTC),                      Caltrans</p>	<p><b>No Conflict.</b> Although this is directed towards CARB and Caltrans, the Project would be designed to promote and support pedestrian activity on-site and in the Project area. The Project includes the construction of sidewalks and incorporates bicycle facilities that would facilitate pedestrian and bicycle travel. Additionally, the study area is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County, with bus service along 4<sup>th</sup> Street/San Bernardino Avenue via Route 61, Foothill Boulevard (SR-66) via route 66, and the I-10 Freeway via route 290. The existing Omnitrans Route 61 would likely serve the Project as it provides service along 4<sup>th</sup> Street/San Bernardino Avenue to the east and west of the Project which would further facilitate use of transit.</p>
<p>By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).</p>	<p>CalSTA,                      Caltrans,                      CTC,                      OPR,                      SGC,                      CARB</p>	<p><b>Not applicable.</b> This measure is not within the purview of this Project.</p>
<p><b>Implement California Sustainable Freight Action Plan</b></p>		
<p>Improve freight system efficiency.</p>	<p>CalSTA,                      CalEPA,                      CNRA,                      CARB,                      Caltrans,                      CEC,                      GO-Biz</p>	<p><b>No Conflict.</b> This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. Access to the Project site would be provided from 4<sup>th</sup> Street and 6<sup>th</sup> Street adjacent to the Project site, which are designated truck routes in the City of Rancho Cucamonga. The roadways provide efficient access to I-15 approximately 0.5 mile west of the Project site and I-10 approximately 0.7 mile south of the Project site. The Project includes various roadway improvements, including, but not limited to, constructing Street A at its ultimate full-section width as an Industrial Collector (66-foot right-of-way) from 6<sup>th</sup> Street to 4<sup>th</sup> Street consistent with the City's standards; constructing a traffic signal at the intersection of Street A &amp; 4<sup>th</sup> Street; and constructing all proposed</p>

Action	Responsible Parties	Consistency
		driveways to accommodate full access (no turn restrictions) and would be controlled with a stop control for exiting traffic, with the exception of Street A & 4 <sup>th</sup> Street (which would be signalized).
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		<b>Not applicable.</b> This measure is not within the purview of this Project.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	<b>No Conflict.</b> When adopted, this measure would apply to all fuel purchased and used by the Project in the State. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
<b>Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030</b>		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, California State Water Resource Control Board (SWRCB), Local Air Districts	<b>No Conflict.</b> The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere with agency efforts to reduce SLPS emissions.
50% reduction in black carbon emissions below 2013 levels.		<b>Not applicable.</b> This measure is not within the purview of this Project.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	<b>Not applicable.</b> This measure is not within the purview of this Project.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	<b>No Conflict.</b> The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
<b>By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink:</b>		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	<b>Not applicable.</b> This measure is not within the Project site's purview as the Project site is not an identified property that needs to be conserved.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		<b>Not applicable.</b> This measure is not within the purview of this Project. The majority of the site is already currently developed.



Action	Responsible Parties	Consistency
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		<b>No Conflict.</b> To the extent appropriate for the proposed industrial buildings, wood products would be used in construction, including roof structure. Additionally, the Project includes landscaping.
Establish scenario projections to serve as the foundation for the Implementation Plan		<b>Not applicable.</b> This measure is not within the purview of this Project.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	<b>Not applicable.</b> This measure is not within the purview of this Project.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	<b>Not applicable.</b> This measure is not within the purview of this Project.

(Urban Crossroads, 2021a, Table 3-9)

**B. Connect SoCal 2020-2045 RTP/SCS Consistency**

Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. The Project would be consistent with the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Table 4.10-1, RTP/SCS Consistency Analysis, in Section 4.10, Land Use and Planning, of this Draft EIR presents the Project's consistency with the Connect SoCal 2020-2045 RTP/SCS strategies. As indicated in Table 4.10-1, the Project would be consistent with or otherwise would not conflict with any of the goals identified in *Connect SoCal*.

**C. City of Rancho Cucamonga Sustainable Community Action Plan Consistency**

The Project is required to comply with the City of Rancho Cucamonga's Sustainable Community Action Plan (Plan) and would incorporate measures from the Plan to meet the City's GHG reduction goals. It should be noted that the Plan does not authorize or mandate any specific activity or initiative on the environment in the City of Rancho Cucamonga and is therefore not a qualified GHG reduction plan pursuant to CEQA. As indicated in Table 4.7-8, Project Consistency with the City of Rancho Cucamonga Sustainable Community Action Plan, the Project would be consistent with or otherwise would not conflict with the City's Sustainable Community Action Plan policies.

**Table 4.7-8 Project Consistency with the City of Rancho Cucamonga Sustainable Community Action Plan**

Policy	Consistency
<b>Transportation + Mobility (TM)</b>	
TM Policy 1: Promote active transportation choices.	<p><b>No Conflict.</b> The Project includes the construction of sidewalks and incorporates bicycle facilities that would facilitate pedestrian and bicycle travel. Additionally, the study area is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County, with bus service along 4<sup>th</sup> Street/San Bernardino Avenue via Route 61, Foothill Boulevard (SR-66) via route 66, and the I-10 Freeway via route 290. The existing Omnitrans Route 61 would likely serve the Project as it provides service along 4<sup>th</sup> Street/San Bernardino Avenue to the east and west of the Project which would further facilitate use of transit.</p>
TM Policy 2: Utilize Transportation Demand Management strategies citywide.	<p><b>No Conflict.</b> In an effort to promote alternative modes of transportation, the Rancho Cucamonga General Plan also includes a bike plan. Within the study area, there are proposed Class II bike paths along 4<sup>th</sup> Street, 6<sup>th</sup> Street (shown as a through street on the City's General Plan Circulation Element), Etiwanda Avenue, Arrow Route, and Foothill Boulevard (SR-66). As further discussed in Section 4.13 of this Draft EIR, the Project would comply with the City's Transportation Demand Management (TDM) Ordinance (Section 17.78 of the City's Development Code), which is required to reduce trip generation from the Project (refer to RR 13-3) and includes requirements to encourage use of transit, ridesharing, bicycling and walking.</p>
<b>Energy Efficiency + Renewables (EE)</b>	
EE Policy 1: Reduce energy demand by improved efficiency and building design.	<p><b>No Conflict.</b> The Project would replace existing industrial and retail buildings and facilities that were constructed in the early 1980s and do not meet current energy efficiency standards. The Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements. The proposed Project would include energy-efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy-efficient boilers, heaters, and air conditioning systems.</p>

Policy	Consistency
<b>Green Building Performance (GB)</b>	
GB Policy 1: Facilitate the use of green building practices.	<b>No Conflict.</b> The Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements. The proposed Project would include energy-efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy-efficient boilers, heaters, and air conditioning systems. Additionally, the roof of the proposed buildings would be designed to support a photovoltaic (solar) electrical energy system.

(Urban Crossroads, 2021a, Table 3-11)

**Impact 7.2** As indicated in Table 4.7-7 through Table 4.7-8 above, and in Table 4.10-1 in Section 4.10, Land Use and Planning, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. This impact is less than significant and no mitigation is required.

#### 4.7.5 CUMULATIVE IMPACTS

As discussed above, the assessment of GHG emissions is inherently cumulative because climate change is a global phenomenon. Because the Project's GHG emissions would be below the SCAQMD's recommended 10,000 MTCO<sub>2</sub>e/yr screening threshold, the Project's cumulative impact on GHG emissions would be less than significant. Additionally, Project impacts due to a conflict with an applicable plan, policy, or regulation adopted to reduce the emissions of GHGs (e.g., SB 32) also would be less than significant on a cumulatively-considerable basis.

#### 4.7.6 MITIGATION MEASURES

The Project would not result in significant impacts related to GHG emissions, and no mitigation is required.

#### 4.7.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts related to GHG emissions would be less than significant.

#### 4.7.8 REFERENCES

Urban Crossroads, Inc. 2021a (April 15). *Bridge Point Rancho Cucamonga Greenhouse Gas Analysis, City of Rancho Cucamonga*. (Included in Appendix H of this Draft EIR).

———. 2021b (April 15). *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo, City of Rancho Cucamonga*. (Included in Appendix L2 of this Draft EIR).

- . 2021c (April 15). *Bridge Point Rancho Cucamonga Air Quality Impact Analysis, City of Rancho Cucamonga*. (Included in Appendix B1 of this Draft EIR).
- . 2021d (March 23). *Bridge Point Rancho Cucamonga Vehicle Miles Traveled (VMT) Analysis*. (Included in Appendix L1 of this Draft EIR).
- . 2021e (April 15). *Bridge Point Rancho Cucamonga High-Cube Sort Fulfillment Center Supplemental Air Quality, Greenhouse Gas, Health Risk, and Energy Assessment*. (Included in Appendix B4 of this Draft EIR).

## 4.8 HAZARDS AND HAZARDOUS MATERIALS

This section analyzes the potential impacts of existing hazards that may adversely affect the Project and hazards and hazardous materials that may be introduced by the Project. Information presented in this section is derived in part from the following site-specific reports investigations. Additional references are identified in Section 4.8.8, References, at the end of this section.

- *Phase I Environmental Site Assessment Big Lots Warehouse 12322 and 12434 East 4<sup>th</sup> Street, Rancho Cucamonga, California* (Phase I ESA) (October 8, 2019), prepared by Ardent Environmental Group, Inc. (Ardent), which is included in Appendix I1 of this Draft EIR.
- *Results of a Subsurface Investigation Big Lots Warehouse 12322 and 12434 East 4<sup>th</sup> Street, Rancho Cucamonga, California* (Subsurface Investigation) (October 8, 2019), prepared by Ardent, which is included in Appendix I2 of this Draft EIR.
- *Clarification Letter Regarding Historical Agricultural Chemicals, Big Lots Warehouse, 12322 & 12434 East 4<sup>th</sup> Street, Rancho Cucamonga, California* (June 17, 2020), prepared by Ardent, which is also included in Appendix I2 of this Draft EIR.
- *Asbestos Sampling Report, 12322 & 12434 East 4<sup>th</sup> Street, Rancho Cucamonga, California* (Asbestos Sampling Report) (October 23, 2019), prepared by Ardent, which is included in Appendix I3 of this Draft EIR.

For the purposes of this Draft EIR, the term “toxic substance” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances. The term “hazardous material” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness.

Hazardous waste is defined in the California Code of Regulations, Title 22, Section 66261.3. The defining characteristics of hazardous waste are: ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (strong acids and bases), reactivity (explosives or generates toxic fumes when exposed to air or water), and toxicity (materials listed by the United States Environmental Protection Agency (USEPA) as capable of inducing systemic damage to humans or animals). Certain wastes are called “Listed Wastes” and are found in the California Code of Regulations, Title 22, Sections 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

There were no Notice of Preparation (NOP) comment letters received related to hazards or hazardous materials.

#### 4.8.1 RELEVANT POLICIES AND REGULATIONS

##### A. Federal

##### 1. *Federal Aviation Regulation Part 77*

Federal Regulation Title 14 Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification serves as the basis for:

- Evaluating the effect of the construction or alteration on operating procedures;
- Determining the potential hazardous effect of the proposed construction on air navigation;
- Identifying mitigating measures to enhance safe air navigation; and
- Charting of new objects.

Notification allows the Federal Aviation Administration (FAA) to identify potential aeronautical hazards in advance to prevent or minimize the adverse impacts to the safe and efficient use of navigable airspace. Any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

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

Persons failing to comply with the provisions of Federal Air Regulations (FAR) Part 77 are subject to Civil Penalty under Section 902 of the Federal Aviation Act of 1958, as amended and pursuant to 49 U.S.C. Section 46301(a).

##### 2. *Hazardous Materials Transportation Act*

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that

"may pose an unreasonable risk to health and safety or property." Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 CFR Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177

The HMTA is enforced by use of compliance orders [49 U.S.C. 1808(a)], civil penalties [49 U.S.C. 1809(b)], and injunctive relief (49 U.S.C. 1810). The HMTA (Section 112, 40 U.S.C. 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the HMTA requirement.

### **3. *Hazardous Materials Transportation Uniform Safety Act of 1990***

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting state, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property. The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

### **4. *Occupational Safety and Health Act***

Congress passed the Occupational and Safety Health Act (OSHA) 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. In order to establish standards for workplace health and safety, the Act also created the National Institute for Occupational Safety and Health (NIOSH) as the research institution for OSHA. OSHA is a division of the U.S. Department of Labor that oversees the administration of the Act and enforces standards in all 50 states.

### **5. *Resource Conservation and Recovery Act***

The Resource Conservation and Recovery Act (RCRA) serves as the basis for the proper management of hazardous and non-hazardous solid wastes. The RCRA amended the Solid Waste Disposal Act of 1965 and is implemented through the following programs:

- The Solid Waste Program encourages States to develop comprehensive plans to manage non-hazardous industrial solid wastes and municipal solid wastes; sets criteria for municipal solid waste landfills and other solid waste disposal facilities; and prohibits the open dumping of solid wastes.



- The Hazardous Waste Program establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal, in effect from “cradle to grave”.
- The Underground Storage Tank (UST) Program regulates USTs containing hazardous substances and petroleum products.

In November 1984, the RCRA was amended with the passing of the Federal Hazardous and Solid Waste Amendments (HSWA) to phase out the land disposal of hazardous wastes; to increase the USEPA’s enforcement authority; to set more stringent hazardous waste management standards; and to develop a comprehensive UST program. The RCRA has been further amended by the Federal Facility Compliance Act of 1992 (which strengthened the enforcement of RCRA at federal facilities) and the Land Disposal Program Flexibility Act of 1996 (which provided regulatory flexibility for land disposal of certain wastes).

#### **6. Toxic Substances Control Act**

The Toxic Substances Control Act (TSCA) of 1976 provides EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint. Various sections of TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for "new chemical substances" before manufacture
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a "significant new use" that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.
- Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform EPA, except where EPA has been adequately informed of such information. EPA screens all TSCA b§8(e) submissions as well as voluntary "For Your Information" (FYI) submissions. The latter are not required by law, but are submitted by industry and public interest groups for a variety of reasons.

**B. State**

**1. *California Accidental Release Prevention Program***

The California Accidental Release Prevention Program (CalARP), managed by the Certified Unified Program Agency (CUPA), discussed below, is a merging of the Federal Accidental Release Prevention Program and State programs for the prevention of accidental release of regulated toxic and flammable substances. It replaced the California Risk Management and Prevention Program and was created to eliminate the need for two separate and distinct risk management programs. Stationary sources exceeding a threshold quantity of regulated substances are evaluated under this program to determine the potential for and impacts of accidental releases from the source. Depending on the potential hazards, the owner or occupant of a stationary source may be required to develop and submit a risk management plan.

**2. *Cal/OSHA and the California State Plan***

Since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal OSHA. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health (DOSH) is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for promulgating State safety and health standards, and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace.

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the State, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the State authorized to adopt, amend, or repeal occupational safety and health standards or orders. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries or illnesses.

Cal/OSHA has regulations to protect worker safety during potential exposure to lead and asbestos under Title 8 of the California Code of Regulations (Section 1529, Asbestos and Section 1532.1, Lead). Demolition that could result in the release of asbestos and lead must be conducted according to Cal/OSHA standards. These standards were developed to protect the general population and construction workers from respiratory and other hazards associated with exposure to these materials.

### **3. California Hazardous Waste Control Law**

The responsibility for implementing the RCRA was given to California Environmental Protection Agency's (EPA) Department of Toxic Substances Control (DTSC) in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws; the Hazardous Waste Control Law (HWCL) (Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) is the primary hazardous waste statute in California. The HWCL implements RCRA as a "cradle-to-grave" waste management system in the State. It specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reuse as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law (RCRA).

### **4. California Code of Regulations, Titles 5, 17, 22, and 26**

A variety of California Code of Regulation (CCR) titles address regulations and requirements related to hazardous materials and hazardous waste. Title 5 contains the California Plumbing Code which, in Appendix H, establishes detailed standards for the capping, removal, fill, and disposal of cesspools, septic tanks, and seepage pits (see H 1101.0). CCR Title 17, Division 1, Chapter 8, defines and regulates handling and disposal of lead-based paint. Any detectable amount of lead is regulated. Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully-authorized state according to RCRA, most regulations (i.e., 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the EPA, the integration of State and federal hazardous waste regulations that make up Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. As with the HSC, Title 22 also regulates a wider range of waste types and waste management activities than does RCRA. To aid the regulated community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24 and 27 into one consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as "Title 22."

### **5. Certified Unified Program Agency**

In 1993, Senate Bill 1082 created the Certified Unified Program Agency (CUPA) program to foster effective partnerships between local, State, and federal agencies. The CUPA for the City of Rancho Cucamonga is the San Bernardino County Fire Department. The CUPA program consolidated the administrative, permits, inspections, and enforcement activities of the following environmental and emergency management programs:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention Program
- Underground Storage Tank Program

- Aboveground Petroleum Storage Act Program/Spill Prevention, Control and Countermeasure Plan (SPCC Plan)
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs
- California Fire Code – Hazardous Material Management Plans and Hazardous Material Inventory Statements

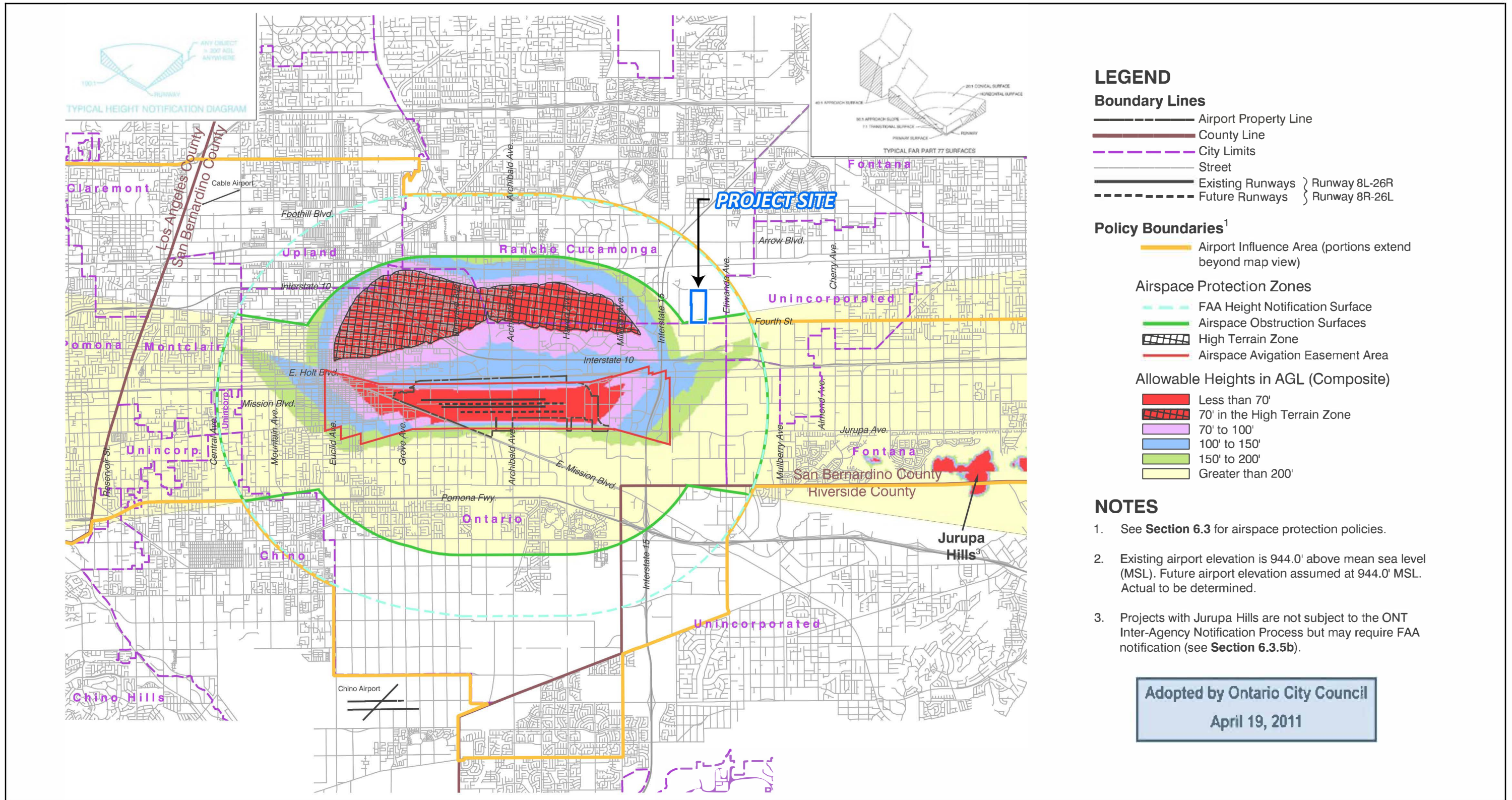
**C. Regional**

**1. *LA/Ontario International Airport Land Use Compatibility Plan***

The basic function of the LA/Ontario International Airport Land Use Compatibility Plan (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 portions of various cities within these counties, including Rancho Cucamonga. The Project site, in its entirety, is within the AIA established by the ONT ALUCP (Ontario, 2011, Map 2-1).

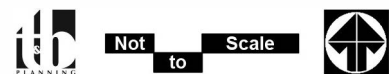
The ONT ALUCP includes compatibility criteria, which provides the foundation for compatibility policies. Affected agencies use the compatibility policies and criteria to evaluate future airport and land use plans, as well as individual development proposals, for consistency with the ONT ALUCP. The compatibility policies address four types of airport land use impacts: safety, noise, airspace protection, and overflight. The geographic extent of each compatibility factor is depicted in compatibility policy maps in Chapter 2, Procedural and Compatibility Policies, of the ONT ALUCP. In addition to the AIA, these maps include Safety Zones, Noise Impact Zones, Airspace Protection Zones, and Overflight Notification Zones. The Project site is located outside the Safety Zones and Noise Impact zones, but is within an Airspace Protection Zone (refer to Figure 4.8-1, Compatibility Policy Map: Airspace Protection Zones, which presents Map 2-4 of the ONT ALUCP) and an Overflight Notification Zone (refer to Figure 4.8-2, Compatibility Policy Map: Overflight Notification Zones, which presents Map 2-5 of the ONT ALUCP). As shown on Figure 4.8-1, the entire Project site is located within the FAA Height Notification Surface Zone and the southern Project site boundary is located within the Airspace Obstruction Surfaces Zone. Airspace Protection Zones are areas subject to FAR Part 77, United States Standard for Terminal Instrument Procedures (TERPS), and applicable obstruction clearance standards published by the FAA. As identified on Figure 4.8-2, the Project site is also within the Overflight Notification Zone, specifically within the Real Estate Transaction Disclosure Zone. The Real Estate Disclosure Zone requires the disclosure of Project's proximity to the LA/Ontario International Airport in real estate transactions. This disclosure informs future property owners and occupants that the property is in the vicinity of an airport, but does not represent a safety hazard. (Ontario, 2011)



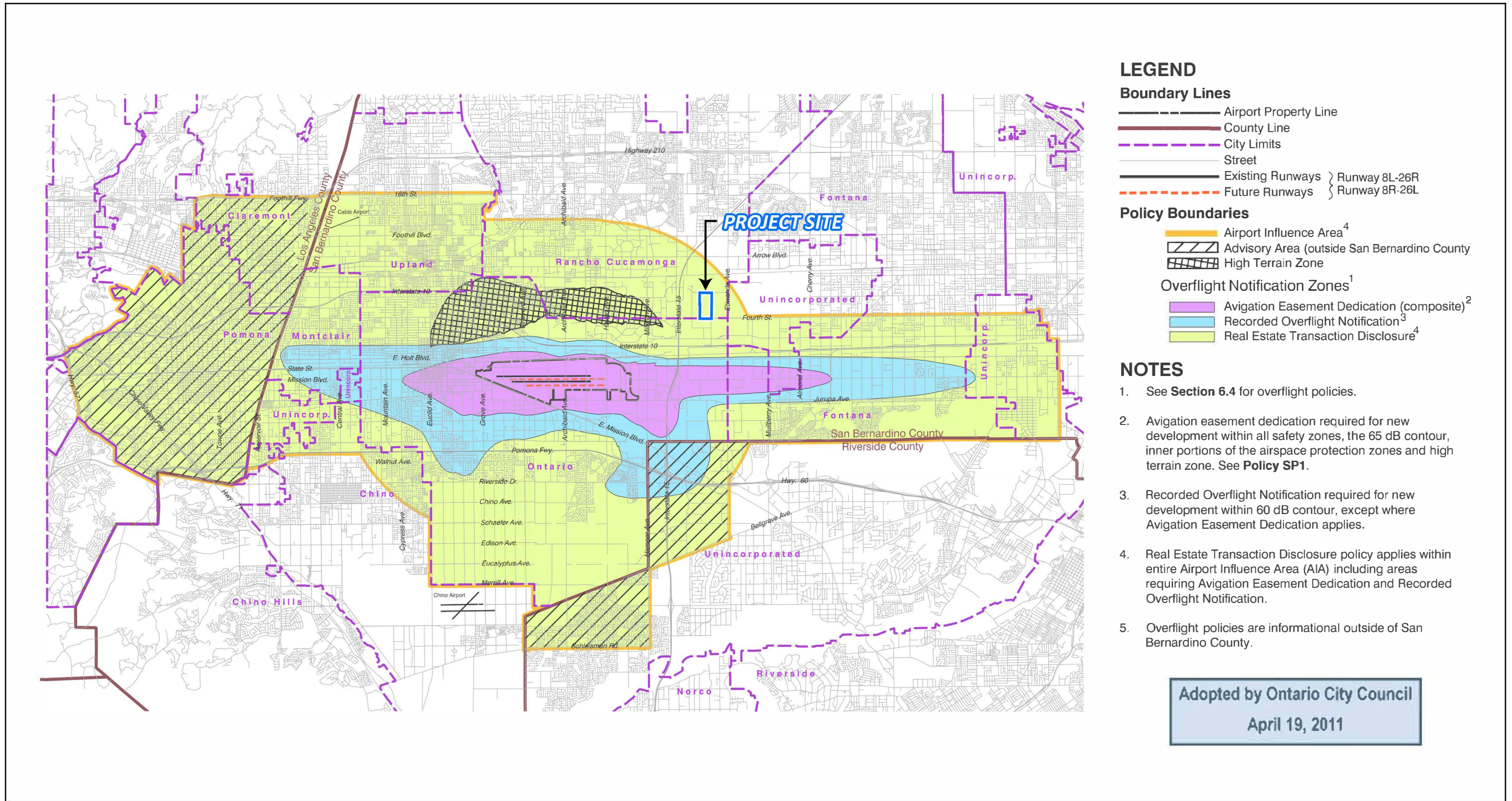


Source(s): LA/Ontario International Airport Land Use Compatibility Plan (04-19-2011)

Figure 4.8-1







**LEGEND**

**Boundary Lines**

- Airport Property Line
- County Line
- - - City Limits
- Street
- Existing Runways } Runway 8L-26R
- - - Future Runways } Runway 8R-26L

**Policy Boundaries**

- Airport Influence Area<sup>4</sup>
- ▨ Advisory Area (outside San Bernardino County)
- ▧ High Terrain Zone

**Overflight Notification Zones<sup>1</sup>**

- Avigation Easement Dedication (composite)<sup>2</sup>
- Recorded Overflight Notification<sup>3</sup>
- Real Estate Transaction Disclosure<sup>4</sup>

**NOTES**

1. See Section 6.4 for overflight policies.
2. Avigation easement dedication required for new development within all safety zones, the 65 dB contour, inner portions of the airspace protection zones and high terrain zone. See **Policy SP1**.
3. Recorded Overflight Notification required for new development within 60 dB contour, except where Avigation Easement Dedication applies.
4. Real Estate Transaction Disclosure policy applies within entire Airport Influence Area (AIA) including areas requiring Avigation Easement Dedication and Recorded Overflight Notification.
5. Overflight policies are informational outside of San Bernardino County.

Adopted by Ontario City Council  
 April 19, 2011

Source(s): LA/Ontario International Airport Land Use Compatibility Plan (04-19-2011)

Figure 4.8-2





## **2. SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities**

South Coast Air Quality Management District (SCAQMD) Rule 1403 requires the implementation of specific work practices to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM).

### **D. Local**

#### **1. Rancho Cucamonga General Plan**

Chapter 8, Public Health and Safety, of the Rancho Cucamonga General Plan, provides a proactive approach to public health and safety planning. Relevant to this Hazards and Hazardous Materials section, it addresses fire hazards and aviation hazards. Figure PS-1 (Fire Hazard Severity Zones, of the General Plan) shows that the Project site is located outside all designated fire hazard areas. Figure PS-7 (Airspace Protection Areas, of the General Plan) shows that the Project site is located within the airspace protection area for the LA/Ontario International Airport, as discussed above and presented on Figure 4.8-1. As also discussed above, and as shown on Figure 4.8-1, the FAA must be notified of construction or alterations at the Project site as required by FAR Part 77 and applicable obstruction clearance standards published by the FAA. The consistency of the Project with goals and policies related to hazards is discussed in Section 4.10, Land Use and Planning, of this Draft EIR.

#### **2. 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, Section 65850.2 of the *California Government Code* and Section 25505 et seq. of the *California Health and Safety Code*) and that appropriate information is reported to the Rancho Cucamonga Fire Protection 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 near commercial supply bulk transfer delivery systems (e.g., oil and gas). 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 Rancho Cucamonga Fire Protection District.

#### **3. Emergency Operations Plan and Local Hazard Mitigation Plan**

The City of Rancho Cucamonga adopted its current Emergency Operations Plan (EOP) in September 2016 (City of Rancho Cucamonga, 2016). The EOP provides information for individuals to effectively prepare, respond to, and recover from emergency situations associated with natural and man-made disasters, technological incidents, and national security emergencies in both war and peacetime. Additionally, in March 2014, the City adopted the *City of Rancho Cucamonga Local Hazard Mitigation Plan, January 2013*, to assess natural and manmade hazards with the potential to impact



the City and its inhabitants and to establish measures to mitigate or reduce future losses associated with these hazards through preparedness, response and recovery provisions (City of Rancho Cucamonga, 2014). The Local Hazard Mitigation Plan is currently being updated by the City.

#### **4.8.2 EXISTING SETTING**

The site-specific Phase I ESA was prepared in accordance with the Standard Practice for Environmental Site Assessment: Phase I ESA Process, American Society for Testing and Materials (ASTM) E 1527-13, and All Appropriate Inquiries (AAI) set forth in the *Code of Federal Regulations* (specifically, 40 CFR 312). The objective of a Phase I ESA is to identify recognized environmental conditions (RECs), historical recognized environmental conditions (HRECs), and/or controlled recognized environmental conditions (CRECs) that may be associated with the Project site.<sup>1</sup> As further outlined in the Phase I ESA, which is included in Appendix I1 of this Draft EIR, the scope of the Phase I ESA included a reconnaissance of the site and immediate vicinity on August 22, 2019, which involved a walking tour of the site and visual observations of adjoining properties; Environmental Data Resources (EDR) review of the data available from various regulatory agencies; interview with the maintenance supervisor and property manager; and review of historical aerial photographs, building records, city directory information, and Sanborn Fire Insurance Maps.

Additionally, a Subsurface Investigation was conducted on September 4, 2019, which is included in Appendix I2 of this Draft EIR. The subsurface investigation was conducted to assess whether elevated concentrations of selected chemicals are present in the vicinity of an on-site REC identified by the Phase I ESA (discussed in further detail below), and to assess whether elevated concentrations of agricultural chemicals are present.

##### **A. Previous and Current Uses of the Project Site**

Prior to development of the on-site retail and warehouse buildings and associated facilities (described below), the Project site was used for agricultural purposes (i.e., vineyard) (from at least 1938 through 1975).

##### **1. Agricultural Operations**

From at least 1938 through 1975, the Project site and surrounding area were used for agricultural purposes. In 1983, the southern and central portion of the site was redeveloped with the existing commercial buildings and associated parking lot. The northern portion of the Project site (approximately 10 acres) continued to be used for agricultural purposes. During completion of the Phase I ESA, there was no indication of large quantities of pesticides being used, stored, or mixed on

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<sup>1</sup> A REC is defined as the presence or likely presence of any hazardous substance 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. An HREC is defined as a past release of any hazardous substances or petroleum product that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or that meets the unrestricted use criteria established by a regulatory authority without subjecting the property to any required controls (i.e., property use restrictions, activity and use limitations, institutional controls, or engineering controls, which would fall under a controlled recognized environmental condition or CREC).

the Project site. Based on the longevity of agricultural land use in the northern portion of the Project site, as part of the Subsurface Investigation soil samples were analyzed for both organochlorine pesticides (OCPs) (banned in the United States in 1972), and organophosphorus pesticides (OPPs), which were used after OCPs. Laboratory results of soil samples from the northern portion of the Project site indicated no detectable concentrations of OPPs. With the exception of Dichlorodiphenyldichloroethylene (DDE, a breakdown product of dichlorodiphenyltrichloroethane [DDT]), no detectable concentrations of OCPs were reported. DDE was reported in each composite sample at concentrations ranging from 0.004 to 0.024 milligrams per kilogram (mg/kg). The detectable concentrations are well below the established EPA Regional Screening Levels for soil for industrial/commercial properties of 9.3 mg/kg. Based on these results, no human health risk is present. (Ardent, 2019b)

Arsenic, in the form of arsenical herbicides, has also been applied to agricultural lands on-site, and soils were also tested for arsenic as part of the Subsurface Investigation. Background metals in soil can prove problematic for risk assessment purposes because metals detected at a site may be comprised of naturally occurring metals, regional anthropogenic contributions, or a site-specific release. Arsenic is especially problematic since the risk-based soils concentration is 100-times below typical ambient concentrations. Therefore, the DTSC established a regional background arsenic concentration in soil that can be used as a screening tool for sites throughout Southern California. Specifically, the DTSC completed a study of naturally occurring concentrations of arsenic for school sites for the Los Angeles Unified School District (LAUSD). Based on this study, the DTSC concluded that arsenic would be considered elevated at concentrations exceeding 12 mg/kg. (DTSC, 2018) Based on laboratory results reported in the Subsurface Investigation, concentrations of arsenic ranging from 0.441 to 0.595 mg/kg occur at the Project site. Therefore, the detectable concentrations do not exceed the federal screening levels, or the screening level established by DTSC for sites in Southern California. Based on these results, arsenic levels on-site are low and would not pose a risk to human health. (Ardent, 2019b)

When applied as aerially deposited sprays, the chemicals described above that were detected on-site might affect shallow soils surrounding the plants. Since these chemicals do not migrate rapidly through soil, there is a low likelihood that these chemicals, if present, would pose a potential risk to groundwater, occurring in the site vicinity at depths of approximately 370 to 420 feet below the ground surface (bgs). With respect to the southern and central portions of the Project site, Ardent reports that following normal grading activities and reworking of soils for geotechnical purposes, residual chemicals, if present, become diluted to concentrations well below state and federal screening levels for industrial/commercial land use. Therefore, these soils would not pose a human health risk. Since the southern and central property had been redeveloped for commercial land use, there was a low likelihood of human exposure to possible residual contaminants. Based on this information, Ardent did not identify this former activity as a REC in the Phase I ESA. Additionally, since elevated concentrations of agricultural chemicals were not discovered in the northern portion of the site with historical and active agricultural use, it is anticipated that similar, if not lower, concentrations of pesticides exist in the southern and central portion of the Project site. (Ardent, 2020)

In summary, based on the results of the Phase I ESA and Subsurface Investigation, there is a low likelihood that elevated concentrations of agricultural pesticides are present in shallow soil, and

therefore, possible agricultural land use would not be considered a REC, and would not pose a risk to human health.

## 2. *Retail and Warehouse Uses*

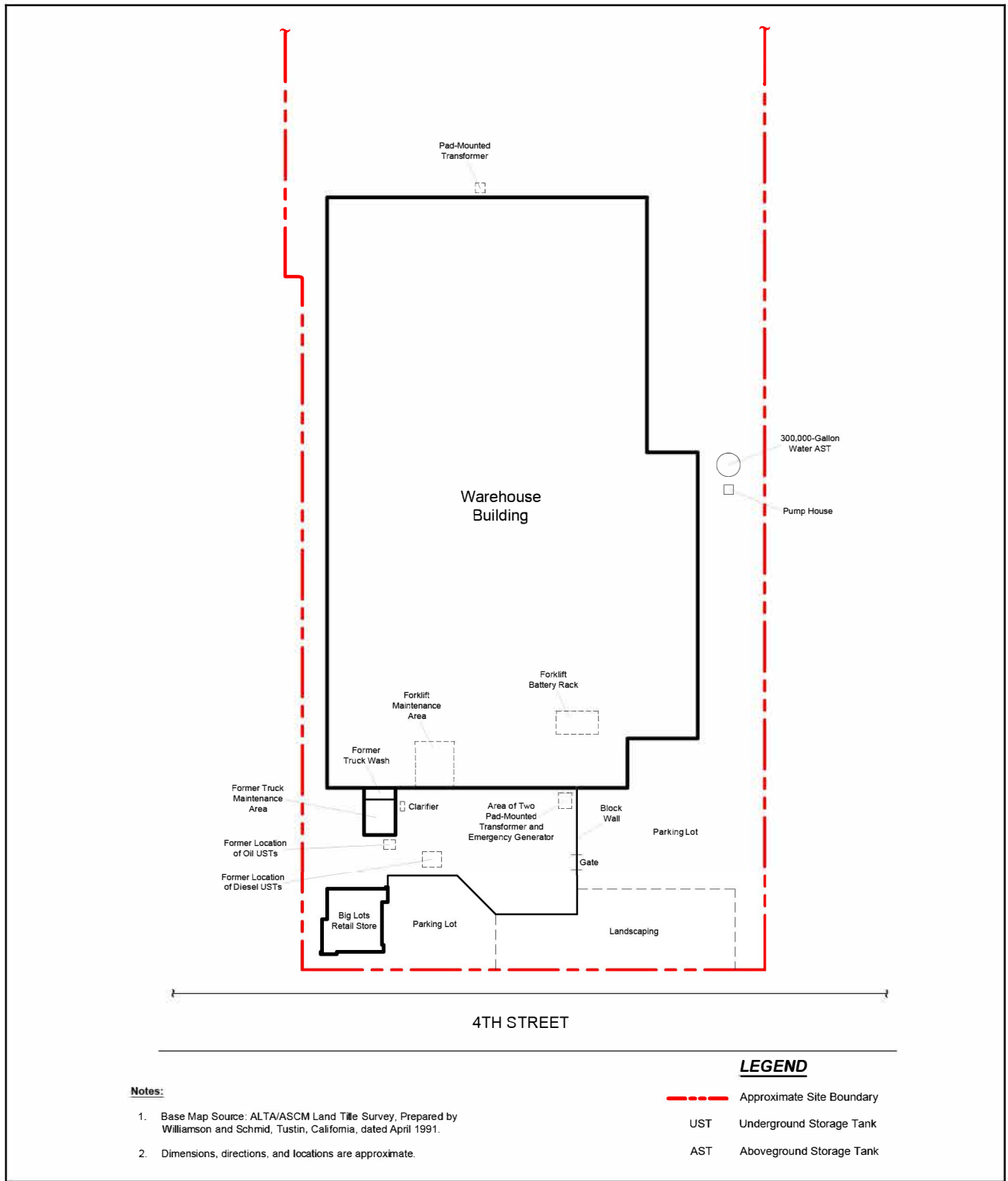
The southern portion of the Project site is currently occupied by a 23,240-sf retail building and a 1,431,000-sf warehouse building. The southern portion of the existing warehouse building and retail store were constructed in approximately 1983. Over the years, the warehouse building expanded to the north. Since construction, the site buildings have been occupied by Pic-N-Save and Big Lots for warehouse, distribution, and retail purposes. The warehouse building was used as a distribution center. Big Lots was the last occupant of the on-site buildings, and vacated the site in February 2020.

A truck trailer parking area surrounds the warehouse building, and loading docks are located on the east and south sides of the building. Automobile parking is provided in the southeast portion of the Project area, and east of the existing retail building. There is ornamental landscaping throughout the site, primarily along 4<sup>th</sup> Street. There are existing surface parking lots (auto and truck trailer) and vacant land (previously a vineyard) in the northern portion of the Project site.

During preparation of the Phase I ESA, a site reconnaissance was performed to visually observe the site and any structure(s) located on the site (to the extent not obstructed by bodies of water, adjacent buildings, or other obstacles). The purpose of the site reconnaissance was to obtain information indicating the likelihood of identifying RECs in connection with the site, including the general site setting, site usage, use and storage of hazardous materials and petroleum products, disposal of waste products and materials, sources of polychlorinated biphenyls (PCBs), and evidence of releases and possible risks of contamination from activities at adjacent properties. The results of the site reconnaissance are summarized below and onsite uses/facilities relevant to the Phase I ESA are shown on Figure 4.8-3, Existing and Previous On-Site Uses.

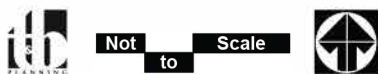
As part of the previous distribution activities, fleet vehicles were maintained and fueled in the southwestern portion of the site (refer to Figure 4.8-3). Two clustered 10,000-gallon diesel underground storage tanks (USTs) and two clustered 1,000-gallon oil USTs (one waste oil and one virgin oil) were installed in 1984 and removed in 1998, under the direction and oversight of the San Bernardino County Fire Protection District (SBCFPD). During removal, diesel-impacted soil was noted beneath one of the fuel dispensers. These materials were subsequently remediated by excavation and off-site disposal.

Laboratory results of confirmation soil samples indicated no detectable to low concentrations of petroleum hydrocarbons beneath the USTs and dispenser islands. Based on these results, the SBCFPD issued a no further action (NFA) letter in August 6, 1999. Ardent reviewed these data and concurs with the SBCFPD that no further investigations are necessary. These features would be considered a HREC.



Source(s): Ardent Environmental Group, Inc. (October 2019)

Figure 4.8-3



Existing and Previous On-Site Uses

The predecessor to Big Lots (Pic-N-Save) formerly used the southwestern portion of the Project site to fuel, maintain, and wash trucks. The former truck maintenance area was located immediately southwest of the warehouse building and was used during the 1980s and 1990s. This area included a maintenance pit for accessing the underside of vehicle; no underground hydraulic lifts were reported to have been used. Generated waste oil was stored in the USTs discussed above and/or 55-gallon drums stored on the concrete pad. A former truck wash was used to clean vehicles. An underground clarifier was used to separate oils and solvents used in the truck washing activities. Currently, the truck wash is not used, the USTs were removed, and the former truck maintenance area is used for miscellaneous storage. Due to the integrity of the concrete flooring and types of chemicals used (i.e., heavy oils), the former truck maintenance area and former truck wash is not considered an environmental concern. However, since the clarifier is an underground feature, and releases from these types of structures are typically not detected, the clarifier is identified as a REC in the Phase I ESA. Soil sampling and testing were conducted as part of the Subsurface Investigation to determine if elevated concentrations of petroleum hydrocarbons or volatile organic compounds (VOCs) were present in the vicinity of the clarifier. Two soil borings were drilled next to this feature and soil samples were obtained. No soil staining or odors were noted, and no elevated photoionization detector (PID)<sup>2</sup> readings were measured. Laboratory results indicated no detectable concentrations of petroleum hydrocarbons and VOCs. Based on this information, there is a low likelihood that elevated concentrations of petroleum hydrocarbons or VOCs are present in the vicinity of the clarifier (Arden, 2019b).

During the site investigation conducted as part of the Subsurface Investigation, a forklift maintenance and forklift battery rack were located in the southwest portion of the warehouse building. The rack is still in place; however, since Big Lots vacated the site, there are no batteries in the rack. Batteries from the forklifts were cleaned in a self-contained battery washer and charged on the Battery Rack. Wastewater was neutralized and discharged to the municipal sewer. When the site investigation for the Phase I ESA was conducted, waste oil was stored in an approximately 100-gallon aboveground storage tank (AST) and three 55-gallon drums stored within secondary containment in the forklift maintenance area. Virgin gear oil, motor oil, and hydraulic oil were stored in three mobile ASTs ranging in size from 100 to 250-gallons. These ASTs are no longer present. Wastes from accidental spillage were also stored in the hazardous waste storage area in the forklift maintenance area. This area consisted of eighteen 55-gallon drums on secondary containment pallets. No staining was noted during the site investigation.

Diesel fuel was observed being stored in one 500-gallon aboveground day tank associated with an emergency generator (located immediately south of the warehouse building), and a 290-gallon AST associated with an internal combustion engine associated with a water pump in the pump house (located immediately east of the warehouse building). The pump house is associated with a 300,000-gallon water AST used for emergency fire suppression. Water is obtained from a municipal source. Three pad-mounted electrical transformers were found immediately south and north of the warehouse building. No evidence of leaks was noted. No visual indications of water damage or visible mold

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<sup>2</sup> A photoionization detector is a type of gas detector. Typical photoionization detectors measure volatile organic compounds and other gases

growth were noted on the structures present on-site. No groundwater wells (i.e., supply wells, monitoring wells, etc.) were found on the site.

Historically, PCBs (a group of hazardous substances and suspected human carcinogens) were widely used as an additive in cooling oils for electrical components. Typical sources of PCBs can include electrical transformers. Three pad-mounted electrical transformers were noted immediately south and north of the warehouse building. No evidence of leaks was noted.

The manufacture of most ACMs was phased out in the 1970s, ending in 1980. Previously manufactured ACMs that were in stock continued to be used through approximately 1981. Some non-friable ACMs are still manufactured (e.g., roofing mastics). In general, buildings constructed after 1981 have a negligible potential to contain friable ACMs and a low potential for most non-friable ACMs, with the exception of roofing materials. Based on the site-specific Asbestos Sampling Report included in Appendix I3 of this Draft EIR, which presents the results of a comprehensive survey and analytical testing of suspect ACMs, ACMs are not present on-site (Ardent, 2019c). The manufacture of lead-based paint (LBP) was phased out in approximately 1978; therefore, LBP is not likely present at the site (Ardent, 2019a).

### **B. Surrounding Land Uses**

As previously shown in the aerial photograph presented in Section 4.0.2, Environmental Setting Overview, of this Draft EIR, the Project site is surrounded by roadways and various industrial uses. The former Etiwanda Generating Station and existing SCE Etiwanda Substation are located to the north (across 6<sup>th</sup> Street), the San Bernardino West Valley Detention Center and industrial uses are located to the east, and industrial/warehouse uses are located to the south (across 4<sup>th</sup> Street) and to the west.

### **C. Environmental Database Review**

EDR conducted an environmental database review to support the Phase I ESA. Following is a summary of the results of the EDR review of the data available from various regulatory agencies (federal, tribal, State, and local agency databases).

#### **1. Project Site**

The Project site is listed on the following databases:

- **Federal RCRA Generators List** identifies the Project site as a small quantity generator of hazardous waste. No violations were noted. Inclusion in this list is for permitting purposes and is not indicative of a release.
- **State Leaking Underground Storage Tank (LUST)** database notes that the Project site contained two former 10,000-gallon diesel USTs and four dispensers, and two clustered 1,000-gallon oil USTs (one waste oil and one virgin oil), all of which were removed in 1998, as discussed above.

- **State UST** database identifies the Project site due to the historical USTs (detailed above) formerly located on the property.
- **California Environmental Report System (CERS) Hazardous Waste** database identifies the Project site for a violation in 2015 due to failing to electronically update a business plan outlining particular hazardous wastes noted at the site by an inspector. The database notes that the compliance issue was subsequently fixed.
- **Enforcement & Compliance History Online (ECHO)** database identifies the Project site as Pic-N-Save Distributors. No other information was provided.
- **Facility Index System Identification Program Summary Report (FINDS)** database identifies the Project site as Pic-N-Save Distributors, Sergio's Pallet Repair, Big Lots Distributor, and West Coast Liquidation. These listings were due to listings on other regulatory databases.
- **Hazardous Waste Information System (HAZNET)** database listed the Project site as Pic-N-Save Distributors and American Pacific Forwarder Inc. in 1985 and 1986, respectively, for oil water separator sludge and unspecified oil-containing wastes. The site was listed as West Coast Liquidation from 1989 to 2017 for wastes such as unspecified aqueous solutions, aqueous solutions with metals, oxygenated solvents, other organic solids, hydrocarbon solvents, and waste oil and mixed oil. Based on the types of wastes listed, most appear to be associated with the former on-site vehicle maintenance and repair, or associated with accidental spillage of damaged goods. Only one event, identified in 2004 indicated wastes containing halogenated solvents (i.e., chlorinated solvents); however, the Phase I ESA concludes that due to this one-time event and type of on-site activities, significant use, handling, or storage of chlorinated solvents is unlikely.

The SBCFPD maintained a file for the Project site that mostly contained information regarding fire prevention systems, permits to operate and remove the former USTs, and a list of chemicals used as part of the forklift battery charging station. No information obtained in the file was considered an environmental issue. As discussed previously, former fuel and oil USTs located at the site were removed in 1998 under the direction and oversight of the SBCFPD. Ardent reviewed the UST Closure Report dated November 5, 1998, and concurred with the SBCFPD that no further action is necessary.

## 2. *Surrounding Uses*

Based on the EDR review of the data available from various regulatory agencies, there were multiple sites identified within the respective search radii (0.25 —1.0 mile depending on the database). A detailed discussion of these listings is provided in the Phase I ESA provided in Appendix I1 and a summary is provided below.

Five facilities were identified in the Calsites database, which is maintained by the California DTSC. Three of the facilities are located over 0.6-mile northwest, east, or southeast of and cross gradient from the site. One of the listed facilities is the Etiwanda Generating Station, located 0.32 mile from the



Project site. This facility was investigated by the DTSC as part of a Corrective Action and issued a NFA letter in December 2011. Another listed facility is located 0.64 mile from the site and is associated with a voluntary cleanup PCBs, lead, cadmium, and motor oil. Based on the distance, type of chemicals, and depth to groundwater, there is a low likelihood that either of these facilities has significantly impacted groundwater beneath the Project site.

One adjacent facility is listed twice in the State Solid Waste Landfill Sites (SWIS) database within a one-mile radius of the Project site. The property listed immediately east of the site at 12645 6<sup>th</sup> Street is listed as an active bio-solid composting facility and is reported to accept 150,000 tons of green materials and sludge per year.

Two facilities within the vicinity of the Project site (Ryder Truck Rentals located at 9366 and 9608 Santa Ana Avenue) were listed in the LUST database. The closest listed sites are located approximately 0.31- and 0.37-mile west to northwest of, and southwest of the Project site. Both listings are considered closed cases.

#### **4.8.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on hazards and hazardous materials if it will:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it 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 people residing or working in the project area.
- Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

#### 4.8.4 ENVIRONMENTAL IMPACTS

##### A. Regulatory Requirements

The Project is required to adhere to the following Regulatory Requirements (RRs).

**RR 8-1** The Project Applicant shall comply with the Hazardous Materials Transportation Act, as administered by the U.S. Department of Transportation, which governs the transport of hazardous materials and wastes. Vehicles transporting hazardous materials are required to comply with the regulations, as implemented by the California Department of Transportation (Caltrans).

**RR 8-2** The Project Applicant shall comply with the Resource Conservation and Recovery Act (RCRA), the California Hazardous Waste Control Act, and the California Accidental Release Prevention Program, where applicable, which collectively manage the transport, storage, use, and disposal of hazardous materials and wastes.

**RR 8-3** The Project Applicant shall comply with Section 17.66.040, Hazardous Materials, of the City of Rancho Cucamonga Development Code to ensure that required information is reported to the Rancho Cucamonga Fire Protection District, as the regulatory authority. 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 Protection District. Underground storage of hazardous materials shall comply with all applicable requirements and shall comply with the procedures for notification outlined in this section.

**RR 8-4** The Project site is within the Airport Influence Area (AIA) established by the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP). Construction activities and future development shall be implemented in compliance with the following applicable requirement identified in the ONT ALUCP:

- **Real Estate Transaction Disclosure.** In compliance with Airport Land Use Compatibility Plan for LA/Ontario Airport's (ONT ALUCP's) Overflight Policy O2, a Real Estate Transaction Disclosure is required for all development within the Project site. State Law (Business and Professions Code Section 11010) provides the following disclosure language:

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated

with the property before you complete your purchase and determine whether they are acceptable to you.

**B. Impact Analysis**

***Threshold 8.1 Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

***Threshold 8.2 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?***

Implementation of the Project would involve the demolition and removal of existing structures and associated improvements from the Project site and would result in the construction and long-term operation of two high-cube warehouse buildings on the Project site. Were any hazards or hazardous materials to be present on the Project site or any hazardous materials transported to/from, used, or stored on the Project site during construction or long-term operation, the Project would have the potential to expose workers on-site, the public, and/or the environment to a substantial hazard, as discussed below.

**A. Impact Analysis for RECs and HRECs**

As previously described, the Project site was historically used for agricultural purposes. However, based on the laboratory results of the soil testing conducted as part of the Subsurface Investigation for soils in the northern portion of the Project site, there are no detectable concentrations of OPPs, and the detectable concentrations of DDE are well below the established EPA Regional Screening Levels for soil for industrial/commercial properties. Based on these results, no human health risk is present. Additionally, since elevated concentrations of agricultural chemicals were not discovered in the northern portion of the site with historical and active agricultural use, it is anticipated that similar, if not lower, concentrations of pesticides exist in the southern and central portion of the Project site. Thus, the on-site agricultural land use would not pose a significant hazard to the public or the environment resulting in a less than significant impact. (Arden, 2019b; Arden, 2020)

As previously described in subsection 4.8.2, the Project site contained four HRECs – four former USTs, which were removed from the Project in 1998 and do not pose a significant hazard to the public or the environment. Additionally, the Project site contains a former truck maintenance area and former truck wash. Due to the integrity of the concrete flooring, lack of floor drains, and type of chemicals formerly used in this area (i.e., heavy oils), with the exception of the clarifier in the former truck wash area, these facilities would not be considered an environmental concern to the Project site. A small, concrete lined floor drain was identified in the former truck wash, which diverted wastewater to a three-stage clarifier located immediately east of the former truck maintenance area. Since the clarifier is an underground feature, and releases from these types of structures are typically not detected, the clarifier is considered a REC (Arden, 2019a). The Phase I ESA recommended a limited subsurface investigation be completed. In accordance with the recommendation of the Phase I ESA, soil sampling was conducted as part of a Subsurface Investigation to determine if elevated concentrations of petroleum hydrocarbons or VOCs were present in the vicinity of the clarifier. The laboratory results of

the soil sampling indicated no detectable concentrations of petroleum hydrocarbons and VOCs (Ardent, 2019b). Therefore, the on-site clarifier would not pose a significant hazard to the public or the environment resulting in a less than significant impact.

As previously described, the Project site contains a forklift maintenance area and forklift battery rack from the previous use; however, since Big Lots vacated the site, the battery rack does not contain any batteries. Wastewater is neutralized and discharged to the municipal sewer. Waste oil; wastes from accidental spillage; and virgin gear oil, motor oil, and hydraulic oil were stored in ASTs and 55-gallon drums with secondary containment. Diesel fuel was being stored in one 500-gallon aboveground day tank associated with an emergency generator, and ASTs were used in association with facilities in the pump house. Due to the lack of staining or evidence of a release, these areas would not be considered an environmental concern to the site (Ardent, 2019a). Any ASTs would be removed in accordance with State and local regulations (refer to RR 8-1 and RR 8-2) and would not pose a significant hazard to the public or the environment resulting in a less than significant impact.

The three pad-mounted electrical transformers located south and north of the warehouse building are also not considered an environmental concern to the site as there was no evidence of leaks during the field investigation (Ardent, 2019a). The on-site electrical transformers would not pose a significant hazard to the public or the environment resulting in a less than significant impact.

LBP is not likely present at the site because the on-site buildings were construction in or after 1983; LBP was common in building construction prior to 1978. The manufacture of most ACMs was phased out in the 1970s, ending in 1980; however, previously manufactured ACMs that were in stock continued to be used through approximately 1981 (Ardent, 2019a). Ardent conducted a survey of suspected ACMs on the Project site. Based on the asbestos inspection and analytical testing results, asbestos is not present in suspect materials sampled on the Project site (Ardent, 2019c). Thus, there would be no impacts related to ACMs or LBP.

A Vapor Encroachment Condition (VEC) assessment was performed during the Phase I ESA to determine if a vapor intrusion or encroachment conditions exists on or adjoining the Project site based on current or past land uses. The VEC, comprised of Tier 1 Screening, was conducted in accordance with the Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions, ASTM E2600-10. Based on the information obtained during the VEC assessment, there is a low likelihood that a VEC exists at the Project site (Ardent, 2019a).

Additionally, listed off-site hazardous materials sites identified during the EDR database search would not be considered environmental concerns to the site due to distance, direction, depth to groundwater, type of facility, and/or regulatory status. No impacts would result and no mitigation is required relative to these off-site conditions.

#### ***B. Impact Analysis for Temporary Construction-Related Activities***

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction. This heavy equipment likely would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if

improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA, DTSC, and the Santa Ana Regional Water Quality Control Board (RWQCB). With mandatory compliance with applicable hazardous materials regulations (RR 8-1 and RR 8-2), the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. A less than significant impact would occur.

Additionally, construction activities would be completed in compliance with applicable regulatory requirements, including the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit). As required, best management practices (BMPs) identified in the Project's Storm Water Pollution Prevention Plan (SWPPP) to control potential construction-related pollutants would be implemented, as further discussed in Section 4.9, Hydrology and Water Quality, of this Draft EIR.

### **C. Impact Analysis for Long-Term Operation**

Exposure of people or the environment to hazardous materials during operation may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected.

Operation of the proposed high-cube warehouses would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). There is the potential for routine use, storage, or transport of other hazardous materials; however, the precise materials are not known, as the tenants of the proposed high-cube warehouses are not yet defined. In the event that hazardous materials, other than those common materials described above, are associated with future high-cube warehouse operations, the hazardous materials would only be stored and transported to and from the building sites. Manufacturing and other chemical processing would not occur within the proposed high-cube warehouse uses.

Federal and State Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by businesses on the Project site. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies a building on the Project site and that handles/stores substantial quantities hazardous materials (as defined in § 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require

a permit from the Rancho Cucamonga Fire Protection District and/or SBCFPD, Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Rancho Cucamonga Fire Protection District, SBCFPD, and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material.

A number of existing regulations ensure that hazardous materials/waste users, generators, and transporters provide operational safety and emergency response measures so that no significant threats to public health and safety are created. These include the Hazardous Material Transportation Act, the RCRA, the California Hazardous Waste Control Act, and the California Accidental Release Prevention Program, as previously discussed in subsection 4.8.1, Relevant Policies and Regulations, of this Draft EIR, and included as RR 8-1 and RR 8-2. Also, 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 and that appropriate information is reported to the Rancho Cucamonga Fire Protection District (refer to RR 8-3).

With mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Based on the foregoing information, potential hazardous materials impacts associated with construction and operation of the Project are regarded as less than significant and no mitigation is required.

**Impacts 8.1 & 8.2**

Due to the lack of contaminants that exceed established standards for commercial/industrial uses, construction of the Project would not result in the exposure of the public to hazardous materials associated with potential RECs. Further, no ACMs or LBP occurs on-site. Construction and operation of the Project would involve handling of hazardous materials in limited quantities and typical to urban environments. Through compliance with existing regulations applicable to the Project (RR 8-1 through RR 8-3) the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Impacts would be less than significant.

***Threshold 8.3 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?***

No existing or proposed schools are located within one-quarter mile of the Project site. The nearest school to the Project site is Sacred Heart Parish School, located at 12676 Foothill Boulevard, approximately 1.5 miles north of the Project site. Accordingly, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school.

However, Sacred Heart Parish School is located along Foothill Boulevard, which is a City approved truck route, and is anticipated to be used as one of the truck routes for the Project. As described above under the analysis for Thresholds 8.1 and 8.2, the transport of hazardous substances or materials to-and-from the Project site during construction and long-term operational activities, and on-site use of hazardous substance or materials during operations, would be required to comply with applicable federal, State, and local regulations to preclude substantial public safety hazards, resulting in a less than significant impact. Thus, no mitigation is required.

Refer to Section 4.2, Air Quality, of this Draft EIR, for analysis pertaining to human health risks associated with air pollutant emissions associated with the Project. As noted in Section 4.2, a Project-specific Health Risk Assessment (HRA) as prepared for the Project, and the Project would not cause a significant human health or cancer risk to school children at the nearest school to the Project site (Sacred Heart Parish School) (Urban Crossroads, 2021).

**Impact 8.3** The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Additionally, the Project would not cause a significant human health or cancer risk to school children at the nearest school to the Project site (Sacred Heart Parish School).

***Threshold 8.4 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?***

Government Code Section 65962.5 requires that the California Department of Toxic Substances Control and the California Water Resources Control Board compile and update a list of hazardous materials sites, including all USTs for which an unauthorized release report is filed. As previously described in Section 4.8.2, Existing Setting, the Project site is located on the State list of UST and LUSTs due to the previous presence of USTs on-site; the USTs were removed in 1998. During removal, no petroleum hydrocarbon staining or odors were noted beneath the USTs, although some petroleum hydrocarbon staining and odors were noted beneath the fuel dispensers. Based on the results of soil sampling and laboratory analysis, the SBCFPD issued an NFA letter (August 6, 1999). Therefore, the former USTs would not be considered an environmental concern to the site (Ardent, 2019a). There would not be a hazard to the public or the environment due to the previous USTs on-site.



**Impact 8.4** The Project would not create a significant hazard to the public or the environment pursuant to Government Code Section 65962.5. No impact would occur and no mitigation is required.

**Threshold 8.5** *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 people residing or working in the project area?*

The LA/Ontario International Airport is located in the City of Ontario approximately 3.0 miles southwest of the Project site, which is in the AIA established by the ONT ALUCP. The designated Safety Zones include areas surrounding the runways where land use restrictions are established to protect the safety of the public from potential aircraft accidents. As shown on Map 2-2, Compatibility Map: Safety Zones, of the ONT ALUCP, the Project site is located outside these Safety Zones. The Noise Impact Zones are areas where aircraft and airport operations are projected to lead to noise levels of 60 dB CNEL or higher. As shown on Map 2-3, Compatibility Policy Map: Noise Impact Zones, the Project site is located outside the Noise Impact Zones. (Ontario, 2011)

Based on review of Figure 4.8-1, which presents Map 2-4, Compatibility Policy Map: Airspace Protection Zones, of the ONT ALUCP, the Project site is within the FAA Height Notification Surface Zone and the southern Project site boundary is very close to the Airspace Obstruction Surface Zone. 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. (Ontario, 2011) The Project site is approximately 15,900 feet from the nearest runway resulting in a height limit of approximately 159 feet. The proposed buildings would have a maximum height of 50-feet and would not require FAA notification and would not cause an obstruction for aircraft operations.

As shown on Figure 4.8-2, which presents Map 2-5, Compatibility Policy Map: Overflight Notification Zone, of the ONT ALUCP, the Project site is located within the Overflight Notification Zone requiring real estate transaction disclosure. The Real Estate Disclosure Policy (Overflight Policy O2 of the ONT ALUCP) applies to all development within the Project site (refer to RR 8-4). This disclosure informs future property owners and occupants that the property is in the vicinity of an airport, but does not represent a safety hazard.

The Project would not result in safety hazards for people residing or working in the Project area. Impacts would be less than significant and mitigation is not required.

**Impact 8.5** The Project site is within the AIA for the LA/Ontario International Airport and specifically within the FAA Height Notification Surface Zone and near the Airspace Obstruction Surface Zone. The proposed buildings would have a maximum height of 50-feet, would not require FAA notification, and would not cause an obstruction for aircraft operations. The Project site is also with the Overflight Notification Zone. Although no safety hazard would result, the Project would adhere to the requirements of the LA/Ontario International ALUCP related to Real Estate Disclosure Policy. The

Project would not result in safety hazards for people residing or working in the Project area. Impacts would be less than significant and mitigation is not required.

***Threshold 8.6 Would the Project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Emergency response services are provided as a coordinated effort at the federal, State, and local level. The State of California Emergency Plan, which implements emergency response efforts at the State level, requires that all local jurisdictions develop an emergency plan that meets State and federal requirements. As previously discussed, the City EOP was adopted in September 2016 and provides information for individuals to effectively prepare, respond to, and recover from emergency situations associated with natural and man-made disasters, technological incidents, and national security emergencies in both war and peacetime (City of Rancho Cucamonga, 2016). The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles. As part of the City’s discretionary review process, the City of Rancho Cucamonga reviewed the Project’s application materials to ensure that appropriate emergency ingress and egress would be available to-and-from the Project site and that the Project would not substantially impede emergency response times in the local area. Further, the Project involves construction of a new north-south public roadway connecting 4<sup>th</sup> Street and 6<sup>th</sup> Street along the site’s eastern boundary, which would improve emergency access to and near the Project site.

The City’s current Local Hazard Mitigation Plan addresses natural and manmade hazards with the potential to impact the City and its inhabitants and to establish measures to mitigate or reduce future losses associated with these hazards through preparedness, response and recovery provisions (City of Rancho Cucamonga, 2014). As discussed under Thresholds 8.1 and 8.2, the Project would not exacerbate existing hazardous conditions nor would it expose people or structures to areas of known natural or manmade hazards, with the exception of seismic hazards, which is discussed in Section 4.6, Geology and Soils, of this Draft EIR. Therefore, the Project would not interfere with implementation of the Plan. No mitigation is required.

**Impact 8.6** The Project would not impair implementation of, or physically interfere with an adopted emergency response plan or an emergency evacuation plan. No impact would result and no mitigation is required.

***Threshold 8.7 Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

As shown on Figure PS-1 of the Rancho Cucamonga General Plan, the Project site is located outside all designated fire hazard areas (Rancho Cucamonga, 2010). In addition, according to information published by the California Department of Forestry and Fire Protection (CalFire), the Project site is not located in a “Very High Fire Hazard Severity Zone” within a Local Responsibility Area (LRA) (CalFire, 2020). The Project site is largely surrounded by development, with no wildland areas in the immediate vicinity. Additionally, the Project site is relatively flat, and is not surrounded by natural vegetation; therefore, the Project site would be not be substantially prone to wildfires. Therefore, the

Project would not expose people or structures to a significant risk associated with wildland fires. No impacts would result and no mitigation is required.

**Impact 8.7** The Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur and no mitigation is required.

#### **4.8.5 CUMULATIVE IMPACTS**

The cumulative study area associated with hazardous materials is typically site-specific except where past, present, and/or proposed land uses would impact off-site land uses and persons or where past, present, or foreseeable future development in the surrounding area would cumulatively expose a greater number of persons to hazards (e.g., hazardous materials and/or waste contamination).

Exposure of the public, including construction workers, to chemical concentrations in on-site soils or building materials is site-specific and not considered in the context of cumulative impacts. However, as discussed under Thresholds 8.1 and 8.2, soil samples were taken and analyzed to determine if previous uses at the Project site, including the on-site clarifier and agricultural operations, pose a hazard to the public. Based on the laboratory testing results, there were no concentrations of chemicals detected that exceed established regulatory standards or that would otherwise pose a hazard to the public. Additionally, there were no ACMs or LBP detected in sample taken from on-site building materials. Although the future occupants of the Project's proposed buildings are not presently known, if businesses that use or store hazardous materials occupy the Project site, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Such uses also would be subject to review and permitting requirements by the City of Rancho Cucamonga or other oversight agencies, as appropriate, as identified in RRs 8-1 through 8-3. Similarly, any other developments in the area proposing the construction of uses with the potential for use, storage, or transport of hazardous materials also would be required to comply with applicable federal, state, and local regulations, and such uses would also be subject to review and permitting requirements by the City of Rancho Cucamonga, City of Ontario, or other oversight agencies, as appropriate. Further, contractors would be required to comply with applicable regulations during construction. Therefore, the potential for release of toxic substances or hazardous materials into the environment, either through accidents or due to routine transport, use, or disposal of such materials, would be less than significant for the Project and development in the surrounding area. Accordingly, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to hazardous materials.

The Project site is not located within one-quarter mile of an existing or planned school. Additionally, as identified in the Project-specific HRA, the Project would not cause a significant human health or cancer risk to school children (Urban Crossroads, 2021). Therefore, the Project would not contribute to a cumulatively significant hazards/hazardous materials impact on any public or private schools located within one-quarter mile of the site.

The Project site is located on the State list of LUSTs and USTs due to previous USTs on the site that were removed in 1998 and no further action is required. Additionally, in the unlikely event that, hazardous materials are encountered beneath the surface of the site during grading or construction, the

materials would be handled and disposed of in accordance with regulatory requirements. Therefore, the Project would not contribute to a cumulatively significant hazardous materials impact associated with a listed hazardous materials site.

The cumulative study area for aviation hazards is defined as the Airport Influence Area for the LA/Ontario International Airport, as established in the ONT ALUCP (Ontario, 2011). As discussed under Threshold 8.5, the Project would not exceed established height restrictions requiring FAA notification or obstructing aircraft operation, and would be implemented in compliance with the ONT ALUCP (refer to RR 8-4). The Project would not result in impacts related to aviation hazards. Any proposed development within the AIA would also be required to comply with the ONT ALUCP, including but not limited to compliance with FAR 77, Subpart C, which discusses aviation easements, height limitations, and notification of future development near the airport. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area and would not contribute to a cumulatively considerable impact associated with airport hazards.

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Further, the Project would involve implementation of roadway and site access improvements and would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan area. Similarly, cumulative development in proximity to the Project area would be required to adhere to emergency access requirements. The Project would not contribute to any cumulative impacts associated with an adopted emergency response plan or emergency evacuation plan.

As discussed above under Threshold 8.7, the Project site is not located within or in close proximity to areas identified as being subject to wildland fire hazards and would have no potential to contribute to adverse, cumulative wildland fire hazards

#### **4.8.6 MITIGATION MEASURES**

With adherence to the regulations outlined in RR 8-1 through RR 8-4, impacts related to hazards and hazardous materials would be less than significant and no mitigation is required.

#### **4.8.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Impacts related to hazards and hazardous materials would be less than significant.

#### **4.8.8 REFERENCES**

Ardent Environmental Group, Inc. (Ardent). 2019a (October 8). *Phase I Environmental Site Assessment Big Lots Warehouse 12322 and 12434 East 4<sup>th</sup> Street Rancho Cucamonga, California*. (Included in Appendix I1 of this Draft EIR).

———. 2019b (October 8). *Results of a Subsurface Investigation Big Lots Warehouse 12322 and 12434 East 4<sup>th</sup> Street Rancho Cucamonga, California*. (Included in Appendix I2 of this Draft EIR).

- . 2019c (October 23). *Asbestos Sampling Report 12322 and 12434 East 4<sup>th</sup> Street Rancho Cucamonga, California*. (Included in Appendix I3 of this Draft EIR).
- . 2020 (June 17). *Clarification Letter Regarding Historical Agricultural Chemicals Big Lots Warehouse 12322 and 12434 East 4<sup>th</sup> Street Rancho Cucamonga, California*. (Included in Appendix I2 of this Draft EIR).
- California Department of Forestry and Fire Protection (CalFire). 2020. Fire and Resource Assessment Program (FRAP) Interactive Fire Hazard Severity Zone Viewer. Web. Accessed June 14, 2020. <https://egis.fire.ca.gov/FHSZ/>.
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- . 2016. *Rancho Cucamonga Emergency Operations Plan, Part I – Basic Plan*.
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## 4.9 HYDROLOGY AND WATER QUALITY

This section identifies and evaluates the Project's potential to result in adverse hydrology and water quality effects. Information presented in this section is primarily based on the following technical reports. Refer to 4.9.8, References, for a complete list of references.

- *Preliminary Water Quality Management Plan for Bridge Point Rancho Cucamonga – 2 Buildings 4<sup>th</sup> Street Ranch Cucamonga, CA 91730*, (Preliminary WQMP) prepared by Thienes Engineering, Inc. (January 8, 2021) and included in Appendix J1 of this Draft EIR.
- *Preliminary Hydrology Calculations for Bridge Point Big Lots, 12434 4<sup>th</sup> Street Ranch Cucamonga, CA*, (Preliminary Hydrology Report) prepared by Thienes Engineering, Inc. (January 20, 2021) and included in Appendix J2 of this Draft EIR.

The Preliminary WQMP and Preliminary Hydrology Report are specific to the proposed development site. However, the potential hydrology and water quality impacts associated with construction of the 6<sup>th</sup> Street at-grade crossing of the BNSF railroad tracks are also addressed in this section, as appropriate.

There were no Notice of Preparation (NOP) comment letters received related to hydrology and water quality.

### 4.9.1 RELEVANT POLICIES AND REGULATIONS

#### A. Federal

##### 1. *Clean Water Act*

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for the industry and has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

**B. State**

**1. *Porter-Cologne Water Control Act***

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and both point and nonpoint sources of pollution. The Porter-Cologne Act established nine Regional Water Quality Control Boards (RWQCB) (based on hydrogeologic barriers) and the State Water Resources Control Board (SWRCB), which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of the nine hydrologic regions. Under the Porter-Cologne Act, the SWRCB and the RWQCBs (1) adopt plans and policies for water quality control; (2) regulate discharges to surface water and groundwater; (3) regulate waste disposal sites; and (4) require the cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, and oil or petroleum products.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through the issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. Each RWQCB has adopted a water quality control plan for its region (known as a Basin Plan) to reflect the policies in the Porter-Cologne Act and other State policies for water quality control. The Basin Plan must conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State Water Policy. The Basin Plan establishes beneficial uses for surface and groundwater in the region and sets forth narrative and numeric water quality standards to protect those beneficial uses.

The Basin Plans also include water discharge prohibitions applicable to particular conditions, areas, or types of wastes within the region. The RWQCBs implement the plans by (1) enforcing set discharge limitations; (2) preventing violations of the limitations; and (3) conducting investigations to determine the quality of any “waters of the State”. Civil and criminal penalties are imposed on persons who violate the requirements of the Porter-Cologne Act or any SWRCB/RWQCB order. The Project site is located in the Santa Ana River Basin, which is within the purview of Santa Ana Regional Water Quality Control Board (RWQCB). Santa Ana’s RWQCB’s *Santa Ana River Basin Water Quality Control Plan* is the governing water quality plan for the region, and is further discussed below.

**2. *California Toxics Rule (CTR)***

The California Toxics Rule (CTR) fills gaps in California’s water quality standards necessary to protect human health and aquatic life beneficial uses. The CTR criteria are similar to those published in the National Recommended Water Quality Criteria. The CTR supplements, and does not change or supersede, the criteria that EPA promulgated for California waters in the National Toxics Rule (NTR). The human health NTR and CTR criteria that apply to drinking water sources (those water bodies



designated in the Basin Plans as municipal and domestic supply) consider chemical exposure through consumption of both water and aquatic organisms (fish and shellfish) harvested from the water. For waters that are not drinking water sources (e.g., enclosed bays and estuaries), human health NTR and CTR criteria only consider the consumption of contaminated aquatic organisms. The CTR and NTR criteria, along with the beneficial use designations in the Basin Plans and the related implementation policies, are the directly applicable water quality standards for toxic priority pollutants in California waters.

### **3. *Sustainable Groundwater Management Act (SGMA)***

On September 16, 2014, Governor Jerry Brown signed into law the Sustainable Groundwater Management Act (SGMA). The 2014 SGMA requires local public agencies and Groundwater Sustainability Agencies (GSAs) in “high-” and “medium”-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs (DWR, 2020a). GSPs are detailed road maps for how groundwater basins will reach long-term sustainability.

### **4. *Senate Bill 610***

In 2001, Senate Bill (SB) 610 amended the California Public Resources Code to improve the link between information on water supply availability and certain land use decisions made by Cities and Counties. Under SB 610 (codified in the California Water Code beginning at Section 10910), unless the project is otherwise exempt, a Water Supply Assessment (WSA) must be furnished to cities and counties for inclusion in the environmental documentation of certain projects (as defined in the California Water Code), and these WSAs are subject to CEQA. SB 610 requires land use planning entities when evaluating certain large development projects, to request a water supply availability assessment from the entity that would provide water to the project. A WSA must be prepared in conjunction with the land use approval process associated with a project. In summary, a WSA must include an evaluation of the sufficiency of the water supplies available to the water supplier to meet existing and anticipated future demands (including the demand associated with the project) over a 20-year horizon that includes normal, single-dry, and multiple-dry years. A WSA is required for any “project” that is subject to CEQA and meets certain criteria relative to size (e.g., a proposed industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area). As required a Project-specific WSA has been prepared for the Project and is included in Appendix M of this Draft EIR.

SB 610 also requires information to be included as part of a UWMP if groundwater is identified as a source of water available to the supplier. The information must include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 prohibits eligibility for funds from specified bond acts until the plan is submitted to the State.

## **C. Regional**

### **1. *National Pollutant Discharge Elimination System Program***

As discussed above, the NPDES permit program stems from the federal Clean Water Act. In the State of California, this program is administered by the nine RWQCBs, which have the mandate to develop and enforce water quality objectives and implementation plans within their regions. If discharges from industrial, municipal, and other facilities go directly to surface waters, those project applicants must obtain permits from the applicable RWQCB. An individual NPDES permit is specifically tailored to a facility. A general NPDES permit covers multiple facilities within a specific activity category such as construction activities. As previously identified, the City of Rancho Cucamonga, including the Project site, is located within the jurisdiction of the Santa Ana RWQCB (Region 8).

#### ***Municipal Separate Storm Sewer System Permit***

In 2002, the Santa Ana RWQCB issued an NPDES Stormwater 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. This permit expired on January 29, 2015. 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 waste discharge requirements 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 post-construction BMPs to reduce discharges of pollutants into stormwater. The MS4 Permit also requires priority projects to identify Hydrologic Conditions of Concern (HCOCs) associated with a Project.

### **2. *Stormwater Quality Requirements***

In compliance with the NPDES permit, the San Bernardino County Department of Public Works' Stormwater Program contains guidelines for the preparation of Water Quality Management Plans (WQMPs) by new development and major redevelopment projects of specific land uses and sizes. The *Technical Guidance Document for Water Quality Management Plans* (TGD) became effective in September 2013 (CDM Smith, 2013). 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, and select applicable site design, source control, and treatment control BMPs that would effectively prohibit non-stormwater 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 HCOC—including flooding, erosion, scour, sedimentation, natural habitats, vegetation stress, slope stability, water quality degradation, and altered flow regime at downstream water channels/bodies—if the facilities have not been engineered to their ultimate capacities or if natural conditions are present.

### **3. Construction General Permit**

Pursuant to CWA Section 402(p), which requires regulations for permitting of certain stormwater discharges, the SWRCB issued a statewide general NPDES Permit for stormwater discharges from construction-sites<sup>1</sup>, herein referred to as the “Construction General Permit”. Under the Construction General Permit, stormwater discharges from construction-sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the Construction General Permit.

Coverage under the Construction General Permit is accomplished by filing the Permit Registration Documents, which include a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit. All these documents must be electronically submitted to the SWRCB for General Permit coverage. The primary objectives of the SWPPP are (1) to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater discharges and authorized non-stormwater discharges from the construction-site. The SWPPP also outlines the monitoring and sampling program required for the construction-site to verify compliance with discharge Numeric Action Levels (NALs) set by the Construction General Permit.

### **4. Industrial General Permit**

The Industrial General Permit (Order No. 2014-0057 DWQ) became effective on July 1, 2015, and is an NPDES permit regulating discharges of stormwater associated with industrial activities, including those generated by the following:

- Facilities subject to stormwater effluent limitations guidelines, new source performance standards, or toxic pollutant effluent standards
- Manufacturing facilities

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<sup>1</sup> NPDES No. CAS000002, Water Quality Order 2009-0009-DWQ, SWRCB NPDES General Permit for Stormwater Discharges Associated with Construction Activity (adopted by the SWRCB on September 2, 2009, and effective on July 1, 2010). This order was amended by 2010-0014-DWQ, which became effective on February 14, 2011, and 2012-0006-DWQ, which became effective on July 17, 2012. In accordance with the language set forth in Order No. 2009-0009-DWQ, this permit has been administratively extended indefinitely.

- Oil and gas/mining facilities
- Landfills and open dumps that receive industrial waste and land application-sites
- Hazardous waste treatment, storage, or disposal facilities
- Recycling facilities
- Steam electric generating facilities
- Transportation facilities
- Sewage or wastewater treatment works

This permit does not cover discharges from construction activities (which are covered under the Construction General Permit) but includes authorized non-stormwater discharges, such as fire hydrant and fire prevention or response system flushing; potable water sources (including potable water related to the operation, maintenance, or testing of potable water systems); drinking fountain water (including atmospheric condensates such as refrigeration, air conditioning, and compressor condensate); irrigation drainage and landscape watering; uncontaminated natural springs; seawater infiltration where the sea waters are discharged back into the seawater source; and incidental windblown mist from cooling towers. Other industrial discharges that are not covered by separate NPDES permits require individual NPDES permits or Waste Discharge Requirements (WDRs); WDRs are discussed below.

To obtain coverage under the Industrial General Permit, the facility operator must submit an NOI for each industrial facility, along with a site-specific SWPPP that identifies BMPs to reduce pollutants in the stormwater per the provisions of the General Industrial Permit. The permit identifies conditional exclusions for certain facilities that may obtain No Exposure Certification (NEC) coverage; requires electronic reporting via the Stormwater Multiple Application and Report Tracking System (SMARTS); sets training qualifications for dischargers; includes requirements for the design storm standards for treatment-control BMPs, and establishes stormwater monitoring and sampling protocols. Also, it requires compliance with NAL; preparation of Exceedance Response Actions when a NAL is exceeded; and monitoring for 303(d) impairments when the facility contributes runoff to the impaired water body. Annual evaluation of the facility and regular monitoring of BMPs are also required and must be submitted/reported to the SWRCB.

On November 6, 2018 the State Water Board amended the Industrial General Permit Order 2014-0057-DWQ (as amended by Order 2015-0122-DWQ) to incorporate the following requirements: (1) federal sufficiently sensitive test method ruling; TMDL implementation requirements; and, Statewide compliance options incentivizing on-site or regional stormwater capture and use. The new requirements became effective on July 1, 2020.

## 5. Basin Plans

As further discussed in Section 4.9.2, stormwater runoff from the Project site would enter Day Creek, and then flow to Cucamonga Creek Reach 1; Mill Creek (Prado Area); Chino Creek, Reach 1A; Santa Ana River, Reach 3; Prado Dam; Santa Ana River, Reach 2; Santa Ana River, Reach 1; and ultimately the Pacific Ocean. The *Water Quality Control Plan for the Santa Ana River Basin* (Santa Ana Basin Plan) identifies the beneficial uses and water quality objectives for the Project site's receiving water bodies. Water bodies that do not meet established water quality standards are considered "impaired"

under Section 303(d) of the federal Clean Water Act, and responsible RWQCBs are required to develop Total Maximum Daily Loads (TMDLs) for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (with a “factor of safety”). Once established, the TMDL is allocated among current and future pollutant sources that discharge to the water body. TMDLs must consider and include allocations to both point sources and nonpoint sources of listed pollutants.

The receiving waters for runoff from the Project site and their associated beneficial uses and 303(d) impairments are identified in Table 4.9-1, Receiving Water for Urban Runoff from the Project Site. As shown, Cucamonga Creek, Reach 1; Mill Creek (Prado Area); Chino Creek, Reach 1A; Santa Ana River, Reach 3; and Prado Dam are impaired for a number of pollutants.

**Table 4.9-1 Receiving Water for Urban Runoff from the Project Site**

Receiving Water	Beneficial Uses	303(d) Impairment	Applicable TMDL
Day Creek	MUN, PROC, GWR, REC1, REC2, COLD, WILD	–	–
Cucamonga Creek Reach 1	GWR, REC2, LWRM, WILD	Cadmium, Copper, Lead, and Zinc	High Coliform Count
Mill Creek (Prado Area)	REC1, REC2, WARM, WILD, RARE	Indicator Bacteria, Nutrients and Total Suspended Solids (TSS)	Pathogens
Chino Creek Reach 1A	REC1, REC2, WARM, WILD, RARE	Indicator Bacteria and Nutrients	Pathogens
Santa Ana River Reach 3	AGR, GWR, REC1, REC2, WARM, WILD, RARE, SPWN	Copper, Indicator Bacteria and Lead	Pathogens and Nitrate
Prado Dam	–	pH	Pathogens
Santa Ana River Reach 2	AGR, GWR, REC1, REC2, WARM, WILD, RARE, SPWN <sup>1</sup>	–	–
Santa Ana River Reach 1	REC1, REC2, WARM <sup>2</sup> , WILD <sup>2</sup>	–	–
TMDL: Total Maximum Daily Load; GWR: Groundwater Recharge; REC1: Water Contact Recreation; REC2: Non-Contact Water Recreation; LWRM: Limited Warm Freshwater Habitat; WILD: Wildlife Habitat; WARM: Warm Freshwater Habitat; RARE: Rare, Threatened, or Endangered Species; AGR: Agricultural Supply; TSS: total suspended solids, SPWN: Spawning 1. SPWN only from Prado Dam to 0.6 miles downstream of the State Route 90 (Imperial Highway) Bridge 2. Intermittent Beneficial Use			
Source: (Thienes, 2021a), (RWQCB, 2019)			

The definitions of the beneficial uses applicable to the receiving water bodies identified in Table 4.9-1 are as follows:

- **Agricultural Supply (AGR)** waters are used for farming, horticulture, or ranching. These uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.

- **Groundwater Recharge (GWR)** waters are used for natural or artificial recharge of groundwater for purposes that may include, but are not limited to, future extraction, maintaining water quality, or halting saltwater intrusion into freshwater aquifers.
- **Water Contact Recreation (REC1)** waters are used for recreational activities involving bodily contact with water where ingestion of water is reasonably possible. These uses may include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, and use of natural hot springs.
- **Non-Contact Water Recreation (REC2)** waters are used for recreational activities involving proximity to water, but not normally involving bodily contact with water where ingestion of water would be reasonably possible. These uses may include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing and aesthetic enjoyment in conjunction with the above activities.
- **Warm Freshwater Habitat (WARM)** waters support warm water ecosystems that may include, but are not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife (including invertebrates).
- **Limited Warm Freshwater Habitat (LWRM)** waters support warm water ecosystems that are severely limited in diversity and abundance as the result of concrete-lined watercourses and low, shallow, dry weather flows that result in extreme temperature, pH levels (hydrogen potential), and/or dissolved oxygen conditions. Naturally reproducing fish populations are not expected to occur in LWRM waters.
- **Wildlife Habitat (WILD)** waters support wildlife habitats that may include, but are not limited to, the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.
- **Spawning (SPWN)** waters support high quality aquatic habitats necessary for reproduction and early development of fish and wildlife.
- **Rare, Threatened, or Endangered Species (RARE)** waters support the habitats necessary for the survival and successful maintenance of plant or animal species designated under State or federal law as Rare, Threatened, or Endangered.

#### **D. Local**

##### **1. *Rancho Cucamonga General Plan***

The Resource Conservation Chapter guides the preservation, protection, conservation, re-use, replenishment, and efficient use of Rancho Cucamonga's limited natural resources, including water. The Water Resources section of this Chapter of the General Plan addresses water supply and water conservation (discussed in Section 4.15, Utilities and Services Systems, of this Draft EIR), and watershed quality (addressed in this section). Based on review of Figure RC-3, Water Resources, of

the General Plan, the Project site is located in the Chino Groundwater Basin but is not in a recharge basin or spreading grounds, and does not include any waterways. The Etiwanda Creek Recharge Basin is located west of the Project site (east of I-15), and Etiwanda Creek is located east of the Project site, east of Etiwanda Avenue (Rancho Cucamonga, 2010a). The consistency of the Project with General Plan goals and policies related to hydrology and water quality is discussed in Section 4.10, Land Use and Planning, of this Draft EIR.

## **2. *NPDES Location Implementation Plan (LIP)***

The framework that provides the foundation for implementation of the MS4 Permit requirements is described in the Municipal Stormwater Management Plan (MSWMP). The City of Rancho Cucamonga LIP was adopted in July 2011 and last updated in February 2019, as required by the MS4 Permit (Sections III.A.2.a; III.B1). The LIP describes how the City implements the requirements of the MS4 Permit within its own jurisdiction. Accordingly, the MSWMP and the LIP are the principal documents that comprehensively translate the MS4 Permit requirements into actions that manage water quality in the local MS4 (Rancho Cucamonga, 2019).

## **3. *Stormwater and Urban Runoff Management and Discharge Control Ordinance***

The City's Stormwater and Urban Runoff Management and Discharge Control Ordinance (Chapter 19.20 of the Municipal Code) was adopted to comply with the CWA, the Porter-Cologne Act, and the City's NPDES MS4 Permit. The ordinance sets regulations to protect and enhance the water quality in water bodies, water courses, and wetlands in the City. The regulations address connections to the City's MS4 system, protection of the MS4 system, prohibited discharges, compliance with NPDES permits, implementation of BMPs, spill containment, required notification of accidental discharges, and property owner responsibility for illegal discharges.

This ordinance also includes requirements for the protection of the storm drainage system, non-stormwater and stormwater discharges from construction activities, and the preparation of WQMPs that identify permanent BMPs in new development and major redevelopment projects. With respect to the preparation of WQMPs, prior to the issuance of any grading or building permit, all qualifying land development/redevelopment projects are required to submit a WQMP to the City Engineer, on a form provided by the city, for City review and approval.

### **4.9.2 EXISTING SETTING**

#### **A. Regional Watershed**

Runoff from the City drains into the San Sevaine Creek, Etiwanda Creek, Day Creek, Deer Creek and Cucamonga Creek before entering Reach 3 of the Upper Santa Ana River, which is the segment located between Prado Dam and Mission Boulevard in Riverside County (RWQCB, 2019). The Project site is located at the eastern boundary of the San Sevaine Watershed, which is part of the larger Santa Ana River Watershed; however, as noted above, stormwater flows from the Project site enter the Day Creek Watershed to the east. The Santa Ana River Watershed covers 2,650 square miles of portions of San Bernardino, Orange, Los Angeles, and Riverside counties. The Santa Ana River flows for over 100



miles southwesterly from the ridgeline of the San Bernardino Mountains toward the Pacific Ocean. Figure 4.9-1, Santa Ana River Watershed Map, shows the site's location in the watershed.

***B. Project Site and Local Drainage***

Figure 4.9-2, Existing Conditions Hydrology Map, depicts the existing drainage conditions within and surrounding the Project site. Under existing conditions, the Project site consists of approximately 70 percent impervious surfaces. There is an undeveloped area (former vineyard) in the northern portion of the Project site, and an existing gravel lot used for trailer parking south of the undeveloped area. These areas (nodes 100 and 111 on Figure 4.9-2) drain southerly to a gutter and ultimately to a corrugated metal pipe (CMP) riser located near the southeast corner of the gravel parking lot (at node 112). Here, an existing storm drain system conveys runoff southerly through the easterly portion of the existing commercial development to the south (Thienes, 2021b).

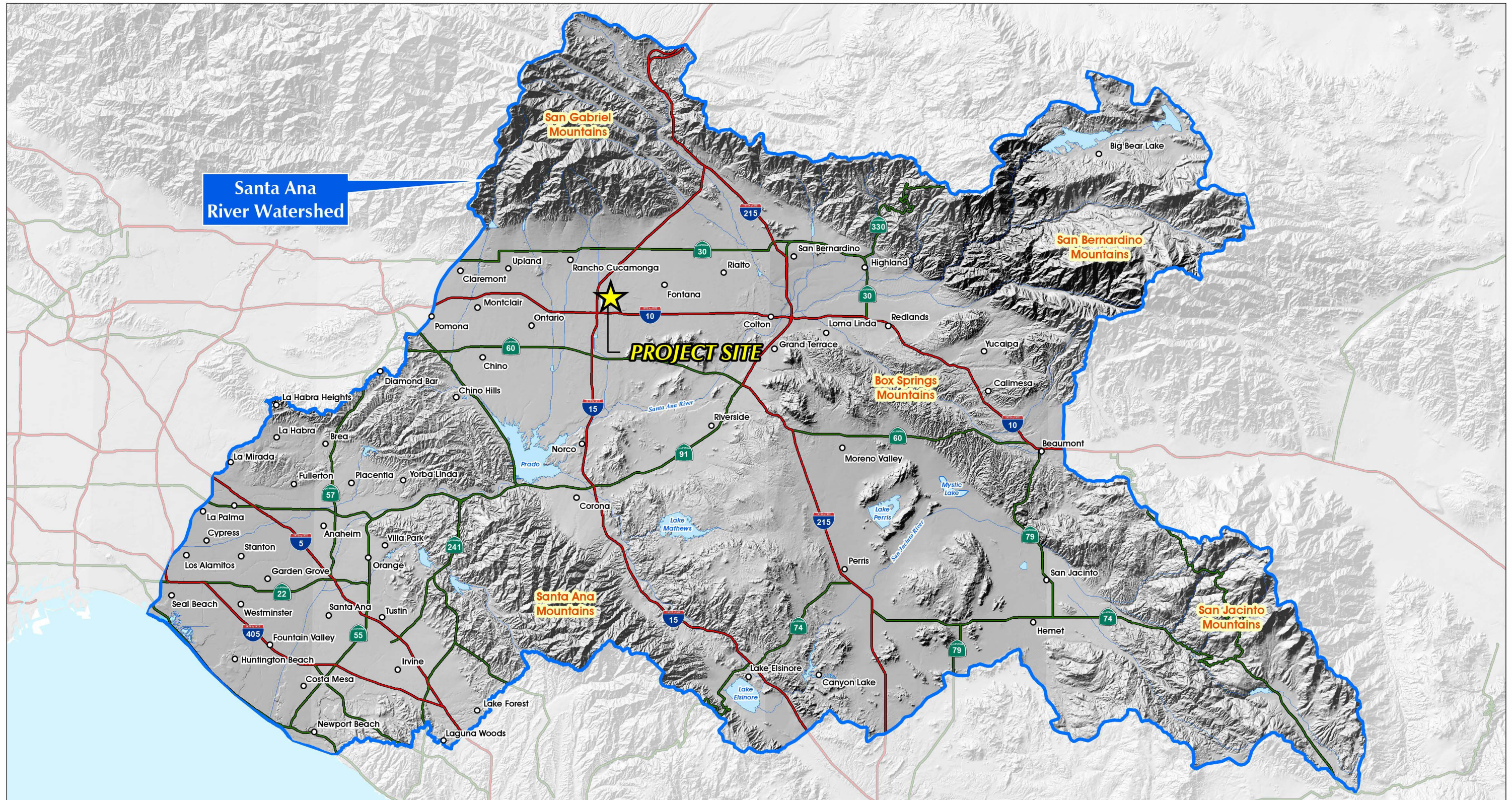
Flow from the land northeast of the railroad spur and the easterly half of the existing warehouse building, parking lots and truck yard drain to several catch basins along the easterly portion of the Project site (nodes 120-128). Runoff to these catch basins drain to the previously mentioned storm drain. The storm drain system continues south then west around the existing building. Here, portions of the southerly parking lot are tributary to the storm drain system (at node 129). The storm drain continues westerly and confluences with another existing storm drain (described below). Runoff from existing parking lots north of the warehouse building, the westerly half of the building and existing westerly drive aisle (nodes 140-149) are collected in catch basins north and west of the existing building. An existing storm drain system conveys this runoff southerly to the previously mentioned storm drain system (at node 149). An additional parking area is tributary at an existing catch basin at this location. The storm drain continues southerly and collects runoff from the smaller building located at the southwest corner of the Project site. The total 100-year existing condition 100-year peak flow rate in the existing on-site storm drain system is approximately 178.9 cubic feet per second (cfs) (Thienes, 2021b).

The landscaped areas adjacent to 4<sup>th</sup> Street, an existing parking lot and the easterly drive aisle (nodes 160-161, 170-171 and 180-181) discharge to 4<sup>th</sup> Street via sheet flow or a parkway culvert to 4<sup>th</sup> Street. The total 100-year peak flow rate for these individual areas is approximately 18.5 cfs (Thienes, 2021b).

The existing on-site storm drain system connects to the back of an existing catch basin on 4<sup>th</sup> Street. Runoff continues southerly under 4<sup>th</sup> Street in a double 7-foot wide by 3-foot high reinforced concrete box (RCB) to the existing City of Ontario storm drain system. The overall 100-year peak flow rate from the Project site to the double box culvert is approximately 197.4 cfs (direct sum of 178.9 cfs and 18.5 cfs.) (Thienes, 2021b)

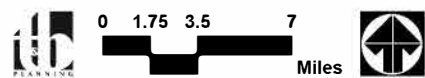
With respect to the 6<sup>th</sup> Street/railroad area, flows east of the railroad continue southerly towards 4<sup>th</sup> Street and runoff from the west of the railroad reaches 6<sup>th</sup> Street and flows westerly in 6<sup>th</sup> Street.





Source(s): ESRI, RCLMA (2019)

Figure 4.9-1



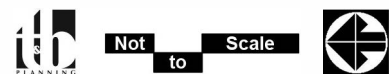
### Santa Ana River Watershed Map





Source(s): Thienes Engineering, Inc. (01-20-2021)

Figure 4.9-2



### **C. Groundwater**

The Project site is located within the Chino Groundwater Basin (Basin). As further discussed in Section 4.15 of this Draft EIR, the Chino Basin Watermaster is a public agency that was created to monitor and sustainably manage the Chino Groundwater Basin, coordinating the quantity of water from the Chino Basin that each user pumps from the ground.

Groundwater was not encountered at any of the borings conducted during preparation of the Geotechnical Investigation, which extended to depths of up to 25 feet below the ground surface. According to data from the nearest monitoring well located approximately 8,484 feet south of the Project site, groundwater is estimated to occur approximately 283 feet below the ground surface of the Project site. (SCG, 2020)

### **D. Water Quality**

Under existing conditions, exposed soils at the Project site primarily include the undeveloped northern area, and landscaped areas throughout the site, including along 4<sup>th</sup> Street. As discussed above, existing runoff from the Project site is conveyed southerly to an existing public storm drain in 4<sup>th</sup> Street. Stormwater runoff from the Project site and the study area for the 6<sup>th</sup> Street at-grade crossing of the railroad tracks, is not subject to water quality treatment required by current regulations. Existing runoff can be expected to include typical urban pollutants such as oil, grease, metals, pathogens, trash, and sediment from paved areas as well as pesticides, herbicides, and nutrients from routine landscape maintenance activities.

#### **4.9.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on hydrology and water quality if it will:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water 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 which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;or

- iv) Impede or redirect flood flows.
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

#### **4.9.4 ENVIRONMENTAL IMPACTS**

##### **A. Regulatory Requirements**

The Project is required to adhere to following regulatory requirements (RRs).

- RR 9-1** The Property Owner/Developer shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction Activity (Construction General Permit) applicable at the time a grading permit is issued. The Property Owner/Developer shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), which must include erosion- and sediment-control Best Management Practices (BMPs) that will meet or exceed measures required by the determined risk level of the Construction General Permit, as well as BMPs that control the other potential construction-related pollutants. A Construction-site Monitoring Program that identifies monitoring and sampling requirements during construction is a required component of the SWPPP. Evidence of compliance with the NPDES Construction General Permit shall be provided to the City's Building and Safety Services Director prior to issuance of a grading permit.
- RR 9-2** The Property Owner/Developer shall comply with Section 19.20.260, Water Quality Management Plan, of the Rancho Cucamonga Municipal Code, which requires that all qualifying land development/redevelopment projects submit and have approved a water quality management plan (WQMP) to the City Engineer on a form provided by the City. The WQMP shall identify all BMPs to be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction.
- RR 9-3** The Property Owner/Developer shall comply with Chapter 19.20 of the Rancho Cucamonga Municipal Code, which is the City's Stormwater and Urban Runoff Management and Discharge Control Ordinance and which provides regulations to comply with the Clean Water Act (CWA), the California Porter-Cologne Water Quality Control Act, and the NPDES permit for San Bernardino County. This ordinance prohibits the discharge of specific pollutants into the stormwater; regulates connections to the storm drain system; and requires development projects to implement permanent BMPs on individual sites to reduce pollutants in the stormwater.

**B. Impact Analysis**

***Threshold 9.1 Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

**1. Construction-Related Water Quality Impacts**

Surface Water Quality

Construction of the Project would involve demolition, clearing, grading, paving, utility installation, building construction, and landscaping activities, which have the potential to generate sediment/silt, debris, organic waste, chemicals, paints, and other solvents. As such, short-term water quality impacts have the potential to occur during Project construction in the absence of any protective or avoidance measures.

Construction-related activities that are primarily responsible for sediment releases are related to exposing previously stabilized soils to potential mobilization by rainfall/runoff and wind. Such activities include removing vegetation from the site, grading the site, and trenching for infrastructure improvements. The Project could also result in temporary impacts to surface water quality from other construction-related activities (e.g., erosion, spills, and leaks due to construction equipment). Spills or leaks from heavy equipment and machinery, construction staging areas, or building sites can enter the runoff and typically include petroleum products such as fuel, oil and grease, and heavy metals. In addition, pollutants that are also of concern during construction relate to construction materials and non-stormwater flows and generally include construction materials (e.g., paint and stucco); chemicals and other liquid products used in building construction or the maintenance of heavy equipment; and concrete and related cutting or curing residues. As shown in Table 4.9-1, receiving waters for the Project site (Cucamonga Creek Reach 1, Mill Creek (Prado Area); Chino Creek Reach 1A; Santa Ana River Reach 3, and Prado Dam are impaired by various pollutants. Pollutants of concern from construction-sites could impact these downstream water bodies, and have the potential to contribute to the existing impairments. Without appropriate stormwater management, construction-site runoff would enter adjacent storm drain lines and would contribute to pollutants in the stormwater. The CWA establishes a framework for regulating potential water quality impacts from construction activities through the NPDES program. The Project would be required to comply with RR 9-1, which requires compliance with requirements and water quality standards outlined in the Construction General Permit. This permit requires the discharger to perform a risk assessment for the proposed development (with different requirements based upon the determined risk level for sediment transport and receiving water risk) and to prepare and implement an SWPPP, which must include erosion control and sediment control BMPs, wind and water tracking controls, hazardous material management practices, and other site-management BMPs that meet or exceed measures required by the determined risk level of the Construction General Permit. The BMPs that are most often used during construction include watering of exposed soils; covering soil stockpiles; stabilizing construction entrances; installing sandbag or gravel bag berms to minimize off-site runoff; creating temporary desilting basins, and timing grading to avoid the rainy season. A Construction-site Monitoring Program that identifies monitoring and sampling requirements implemented by a Qualified SWPPP Practitioner during construction is also a requirement of the SWPPP, for applicable projects, including the proposed Project.

Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap or filter sediment once it has been mobilized. In addition to erosion and sediment control BMPs, BMPs that would be implemented during construction of the Project include, but are not limited to: waste and materials management, non-stormwater management, training and education, inspections, maintenance, and visual monitoring and reporting. The BMPs would be implemented in compliance with the Construction General Permit Risk Level 1 requirements.

The construction-phase BMPs would ensure effective control of not only sediment discharge, but also of pollutants associated with sediments (e.g., nutrients, heavy metals, and certain pesticides, including legacy pesticides). Also, compliance with Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology (BAT/BCT) requires that BMPs used to control construction water quality impacts are updated over time as new water quality control technologies are developed and become available for use. Therefore, compliance with the BAT/BCT performance standard ensures mitigation of construction water quality impacts over time.

It should be noted that construction activities for the 6<sup>th</sup> Street at-grade crossing would not involve construction activities on more than 1.0 acre (the study area for this off-site improvement is approximately 0.2-acre) and therefore would not be required to comply with requirements and water quality standards set forth in the current NPDES permit regulations (i.e., processing through the SWRCB is not required). However, it would comply with the MS4 permit, which requires the contractor to prepare a SWPPP, and implement identified erosion control BMPs during construction. Compliance with the requirements of the NPDES Construction General Permit (refer to RR 9-1), and/or Chapter 19.20 of the Rancho Cucamonga Municipal Code, (Stormwater and Urban Runoff Management and Discharge Control Ordinance) (refer to RR 9-3), including preparation of an SWPPP, would ensure impacts from the Project to receiving waters from stormwater and non-stormwater discharges during construction are less than significant.

### Groundwater Quality

The Project site is located within the Chino Groundwater Basin (Basin). Construction of the Project may include excavation depths of up to 26-feet below the ground surface (bgs). As such, excavation activities associated with the Project would not extend to depths where groundwater could be encountered, and construction activities would not impact groundwater quality.

## **2. *Post-Development Water Quality Impacts***

### Surface Water Quality

As previously discussed, under existing conditions the Project site consists of approximately 70 percent impervious surfaces associated with the existing retail and warehouse uses. The Project would include redevelopment of the site with two high-cube warehouse buildings, and impervious surfaces would be increased to approximately 95 percent (Thienes, 2021a). The Project would include impervious surfaces associated with buildings, parking areas, trash collection areas, and loading docks, and include outdoor activities associated with operations that may lead to release of pollutants (e.g., metals, oil and



grease, trash and debris and pathogens [bacteria/viruses]) into stormwater. In addition, maintenance of landscaped areas may potentially contribute to nutrients, noxious aquatic plants, sediment/TSS/pH, trash & debris, pesticides/herbicides, organic compounds (including solvents), and oxygen demanding compounds that may enter stormwater. These pollutants may lead to the degradation of stormwater quality in downstream water bodies.

Pollutant concentrations in urban runoff are extremely variable and are dependent on storm intensity, land use, elapsed time since previous storms, and the volume of runoff generated in an area that reaches receiving waters. As such, potential water quality impacts are related to the increase in the peak runoff, new urban uses, and the sensitivity of the receiving water. The primary receiving waters for runoff from the Project site are identified in Table 4.9-1, and as noted above, some of the receiving waters are impaired. Stormwater runoff from the Project has the potential to add to these impairments during operation. The Pollutants of Concern (POCs) for the Project include pathogens, nutrients, and metals (Thienes, 2021a).

The Project would be required to comply with the applicable MS4 Permit, which specifies requirements for managing runoff water quality from new development and significant redevelopment projects. The Project qualifies as a Priority Project; thus, a Project-specific WQMP must be prepared (refer to RR 9-2). A Preliminary WQMP has been prepared for the Project, including proposed Street A, and is included in Appendix J1 of this Draft EIR. The WQMP would be finalized based on the final design, before approval of future grading permits. It should be noted that there are no receiving waters with an HCOC; therefore, HCOC pre- and post-development hydrologic calculations are not required in the WQMP.

As described in Section 3.0, Project Description, and shown on the preliminary drainage and BMP map provided on Figure 3-17, Preliminary Drainage and BMP Map, the Preliminary WQMP identifies that prior to stormwater being discharged in the existing off-site public storm drain system, roof and surface stormwater runoff would be conveyed to on-site subsurface retention systems for water quality treatment. These systems would utilize infiltration as their primary form of treatment (the systems store stormwater runoff until it gradually exfiltrates into the underlying soil). Pollutant removal occurs through the infiltration of runoff and the adsorption of pollutants into the soil. This practice has high pollutant removal efficiency. The subsurface retention systems for each drainage management area (DMA) have been designed to meet runoff volume requirements established by the San Bernardino County Stormwater Program for water quality control (LID design capture volume [DCV]). No further site design source control BMPs are required (Thienes, 2021a).

Additionally, non-structural BMPs that would be implemented as part of the Project include, but are not limited to, education for property owners, tenants, and employees; activity restrictions; landscape management; BMP maintenance; compliant with the local water ordinance; spill contingency plan; uniform fire code implementation; litter/debris control program; employee training; housekeeping of loading docks; catch basin inspection; vacuum sweeping of private streets and parking lots; and compliance with all other applicable NPDES permits. Structural source-control BMPs would include storm drain system stenciling and signage; design and construction of trash and waste storage to reduce

pollution introduction; and use of efficient irrigation systems and landscape design, water conservation, smart controllers, and source control.

Under post-development conditions, approximately 1.30 acres from the southerly landscaped area fronting 4<sup>th</sup> Street and northerly landscaped area fronting 6<sup>th</sup> Street, would sheet flow off-site. This is less than the approximate 5.05 acres draining to 4<sup>th</sup> Street under existing conditions. These areas are considered self-treating and would not be routed to the underground retention system for treatment. Additionally, the Project site would utilize the maximum extent practicable (MEP) principle in order to treat disturbed public right-of-way (ROW) impervious areas on-site. This area is approximately 0.18 acres (minor driveway/street improvements along 4<sup>th</sup> Street and 6<sup>th</sup> Street) and is included along with the on-site DCV. (Thienes, 2021a). Further, pursuant to the San Bernardino County TGD (Appendix A, Transportation Project BMP Guidance and Template), the 6<sup>th</sup> Street at-grade crossing of the railroad tracks does not require implementation of BMPs due to the limited scope of the Project (CDM Smith, 2013).

With the implementation of structural and non-structural BMPs identified in the Preliminary WQMP for the Project (pursuant to RR 9-2), pollutants in stormwater runoff would be treated and removed prior to entering the City's storm drainage system. Therefore, potential impacts on water quality from stormwater runoff would be less than significant.

While the future tenants of the Project are unknown at this time, individual facilities that would result in non-stormwater discharges would have to comply with the NPDES Industrial General Permit, including obtaining coverage under the permit; preparing a SWPPP and implementing the BMPs outlined in the SWPPP; and annual evaluation and regular monitoring (e.g., visual observation and sampling and analysis) to prevent or reduce pollutants that enter the stormwater or that are discharged into the storm drainage system and to determine if the BMPs are adequate and properly implemented. If the facility is not covered under the Industrial General Permit, it would have to obtain an individual NPDES permit or WDR from the SWRCB.

The minimum BMPs that must be included in the SWPPP include good housekeeping practices, preventative maintenance, spill and leak prevention and response, material handling and waste management, erosion and sediment controls, an employee training program, and quality assurance and record keeping. Advanced BMPs must be implemented to the extent feasible and include exposure minimization of industrial materials, stormwater containment and discharge reduction, treatment control, and other BMPs that are necessary to meet the effluent limitations of the Industrial General Permit. Implementation of these BMPs by individual tenants of the Project would prevent adverse impacts on stormwater quality during the long-term operations of the Project. Impacts would be less than significant and no additional mitigation is required.

Development of the Project would also have to comply with the City of Rancho Cucamonga's Stormwater and Urban Runoff Management and Discharge Control Ordinance (Section 19.20 of the City's Municipal Code), which outlines regulations for allowable discharges into the storm drainage

system (refer to RR 9-3). This ordinance was developed in accordance with the NPDES Permit for San Bernardino County.

Adherence to regulations addressing water quality during operation (refer to RR 9-2 through RR 9-3) would prevent violations of water quality standards and the degradation of stormwater quality. Impacts would be less than significant and no mitigation is required.

#### Groundwater Quality

The Project would not impact groundwater quality since no groundwater extraction activities are proposed. The Project also would implement structural and non-structural BMPs that would prevent pollutants from adversely impacting groundwater resources. Notably, pollutant removal would occur through the infiltration of roof and surface runoff and the absorption of pollutants into the soil. Groundwater is estimated to occur more than 280 feet bgs. Further, the recycled water used for irrigation is treated to a level that is safe in the unlikely event that water could percolate down 280 feet. Therefore, impacts to groundwater quality during operations would be less than significant.

**Impact 9.1** Short-term construction and long-term operation of development under the Project would generate pollutants that may enter stormwater. However, compliance with existing regulations, as identified in RR 9-1 through RR 9-3, would prevent the violation of water quality standards, ensure compliance with waste discharge requirements and prevent the degradation of stormwater quality and groundwater quality. Impacts would be less than significant and no mitigation is required.

***Threshold 9.2*** *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?*

The Project would not involve direct or indirect withdrawals of groundwater and as previously discussed, excavations at the site would not encounter underlying groundwater resources. The CVWD would supply the Project with potable water. CVWD receives approximately 57 percent of its water from groundwater, with the remainder coming from surface and imported water supplies. As further discussed in Section 4.15 of this Draft EIR, there would be an overall increase in water demand generated at the Project site with implementation of the Project, compared to the water demand associated with the previous retail and warehouse uses on-site. The net increase in water demand for the site would be approximately 22.4 acre-feet per year (AFY), which represents a less than one percent increase in the total City-wide water use. A site-specific Water Supply Assessment (WSA) was prepared for the Project (included as Appendix M to this Draft EIR), which shows that CVWD has available water supplies to meet the water demands of the Project for the next twenty years through 2040, including demands during normal, single dry and multiple dry years (CMC, 2021). With approval of the WSA in January 2021, the CVWD concurred with the findings of the WSA that available water supplies would be adequate to serve the Project. Therefore, the Project would not deplete groundwater supplies.

Recharge basins for the Chino Basin are not located within the vicinity of the Project site; however, the Project's subsurface detention basins would allow for infiltration. This practice has high pollutant removal efficiency and can also help recharge groundwater. Also, the change in impervious area associated with the Project (an increase of approximately 22 acres), is relatively small compared to the overall basin area, and would not impact groundwater recharge. Therefore, implementation of the Project would not interfere with groundwater recharge.

Based on the foregoing analysis, the Project would not substantially decrease groundwater supplies nor would the Project interfere with groundwater recharge such that the Project would impede sustainable groundwater management in the basin. Impacts would be less than significant.

**Impact 9.2** The Project would result in net increase in water demand as compared to existing conditions; however, the net increase would represent less than one percent of water demand for CVWD. Therefore, the Project would not deplete groundwater supplies. The Project site is not in an CVWD groundwater recharge area; therefore, implementation of the Project would not interfere with groundwater recharge. Impacts would be less than significant and no mitigation is required.

**Threshold 9.3** *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?*
- 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?*

### 1. Overview of Proposed Drainage Pattern Changes

As previously discussed, under existing conditions, the majority of the Project site (approximately 70 percent) consists of impervious surfaces, and the remaining area approximately 30 percent consists of pervious surfaces associated with the undeveloped northern portion of the site and other landscaped areas. The Project would include redevelopment of the Project site with two high-cube warehouse buildings and associated improvements. With implementation of the Project, impervious surfaces would cover approximately 95 percent of the Project site, and the remaining area would consist of pervious surfaces associated with landscape areas.

The Preliminary Hydrology Report included in Appendix J2 of this Draft EIR addresses runoff from the Project site and its impact to the existing downstream storm drainage system. The Preliminary Hydrology Report includes calculations for the 100-year storm event for both the existing and proposed condition, and identifies the general project characteristics, design criteria, and methodology applied

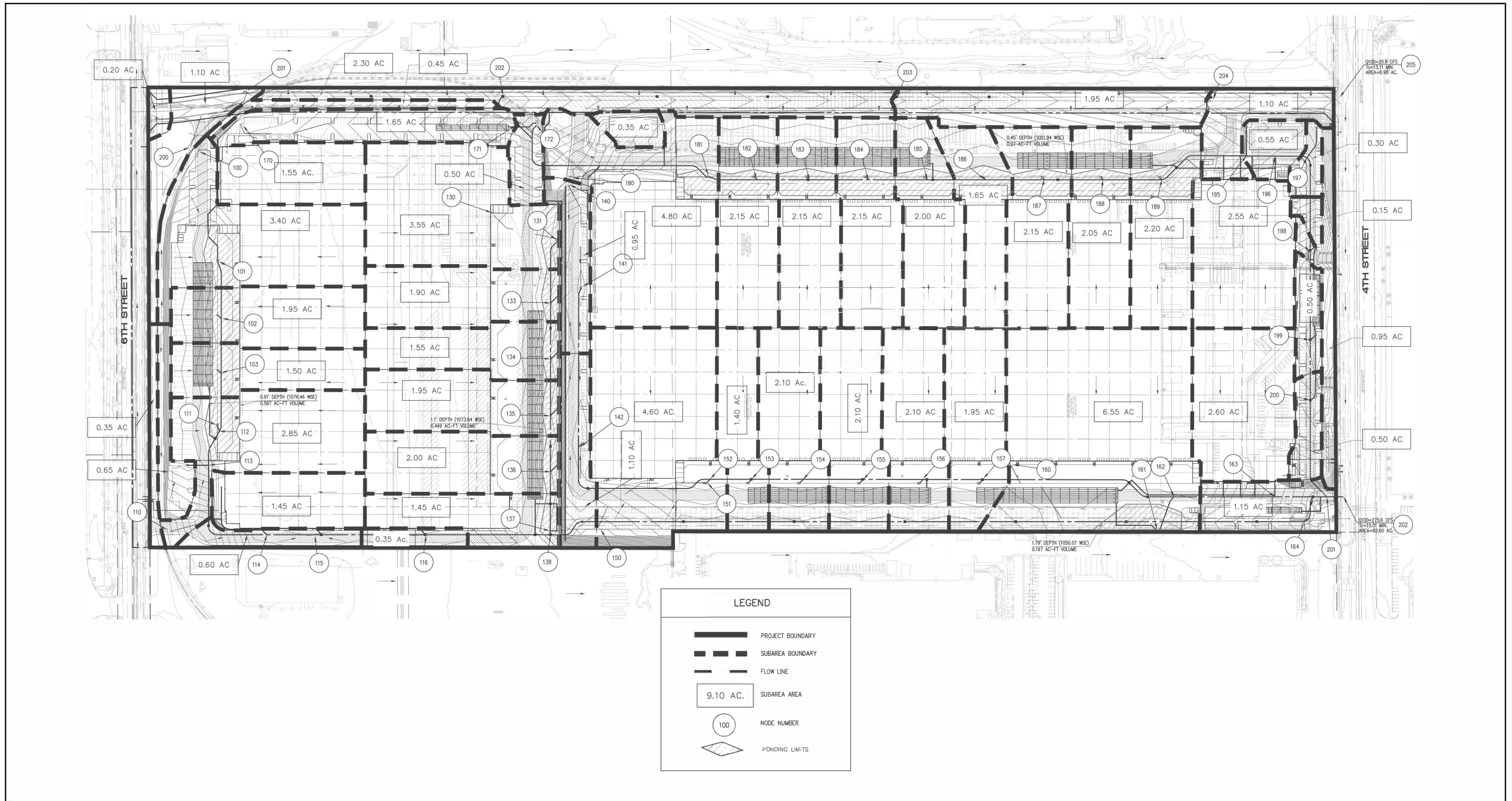
to the analysis of the Project. The Hydrology Report provides a design analysis for the drainage facilities proposed as part of the Project, with drainage improvements designed to accommodate the 100-year storm event. Hydrology calculations were computed using San Bernardino County Rational Method program (by AES Software). Hydrographs and basin routing were calculated using AES Software's FLOOD program. The soil type is "B" per the San Bernardino County Hydrology Manual.

Figure 4.9-3, Proposed Condition Hydrology Map, depicts the proposed hydrology map and drainage conditions. As described in the Preliminary Hydrology Report, the Project would generally maintain existing drainage patterns. Runoff from the majority of the Project site (roofs, truck yards, parking lots, and private streets) would be collected in grate inlets and catch basins and directed to an on-site storm drain system that would connect to the existing RCB in 4<sup>th</sup> Street. The proposed landscaped area fronting 4<sup>th</sup> Street along the southerly property line would drain directly to the street (0.95 acres). The relocated catch basin adjacent to the southwesterly property line would intercept flows. The 100-year peak flow rate at this proposed connection is approximately 275.6 cfs. A proposed storm drain system with multiple public catch basins would be constructed along proposed Street A to collect the runoff from the roadway; this storm drain system would connect to the RCB in 4<sup>th</sup> Street southeast of the Project site. The 100-year peak flow rate from the site is approximately 20.6 cfs. The total 100-year peak flow rate from the Project site to the existing RCB in 4<sup>th</sup> Street under the developed condition is approximately 296.2 cfs (275.6 cfs + 20.6 cfs). Some runoff from areas along the northerly property line of the Project site would sheet flow to 6<sup>th</sup> Street (0.55 acres).

The 100-year peak flow rate for the proposed condition is higher than that in the existing condition (197.4 cfs). This is primarily due to the increase in impervious surface associated with implementation of the Project. In addition, the proposed site plan has smaller drainage areas and more catch basins and storm drains, which yielded shorter times of concentration and thus higher peak flow rates. To mitigate the additional 100-year peak flow rates, detention would be utilized in the truck yard areas associated with each building. Hydrographs were established for drainage areas tributary to each truck yard. The discharge rates at different elevations varies with the amount of head above the truckyards respective storm drain outlets. Areas on-site that are not tributary to any of the truckyards would continue to drain un-detained. "A" Street would also drain un-detained. With implementation of the detention in each truck yard, total discharge from the Project site would be 190.4 cfs, which is less than the existing 100-year peak flow rates (197.4 cfs), and would not have a negative impact downstream (Thienes, 2021b).

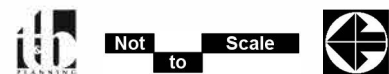
The proposed 6<sup>th</sup> Street at-grade crossing of the railroad is located at the high point of 6<sup>th</sup> Street, and 6<sup>th</sup> Street slopes west and east away from the railroad crossing. The at-grade crossing would include an inlet on the north side of 6<sup>th</sup> Street at each side of the railroad track and stormwater would flow to an existing 30-inch storm drain located in 6<sup>th</sup> Street approximately 250 feet west of the crossing. The railroad crossing would not create a significant diversion of drainage, and the proposed storm drain system would be a nuisance drainage system (the proposed storm drain would convey the nuisance water located within the right-of-way).





Source(s): Thienes Engineering, Inc. (01-20-2021)

Figure 4.9-3



Lead Agency: City of Rancho Cucamonga

Proposed Condition Hydrology Map

In summary, with implementation of the proposed drainage plan, including proposed detention basins, stormwater runoff from the Project site in the developed condition would reduce the peak flow rate compared to existing conditions.

## **2. Erosion and Siltation Impacts**

As described above, implementation of the Project would not result in a substantial change to the site's existing drainage patterns. Under the existing condition, the majority of the Project site is developed and minimal erosion occurs on-site under existing conditions. Implementation of the Project has the potential to result in erosion and siltation impacts during the construction phase. The site's existing structures would be demolished as part of the Project, which would expose soils to potential water- and wind-related erosion. As discussed under the analysis of Threshold 9.1, the Project would incorporate RR 9-1, which requires the Project to prepare and implement a SWPPP during construction activities to mitigate potential water quality impacts due to erosion and siltation. Impacts would be less than significant.

Implementation of the Project would result in an increase in impervious surfaces at the site. The post-development TSS concentrations are anticipated to be lower than existing conditions due to the reduction in exposed soils, and installation of BMPs, which would reduce suspended sediment in runoff. Furthermore, the peak rate of runoff from the Project site would remain the same as compared to the existing condition, thereby ensuring the Project does not cause or contribute to increased erosion hazards downstream. Therefore, the Project would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on or off-site, and impacts would be less than significant.

## **3. Flood Hazards**

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C8633J (dated September 2, 2016), the Project is within FEMA Zone X, which is identified as an area of minimal flood hazard (FEMA, 2016). The Project site is not within a 100-year flood hazard area; therefore, implementation of the Project would not have the potential to impede or redirect flood flows. Storm flows discharging from the site would continue to flow to the storm drain in 4<sup>th</sup> Street. As such, the Project would not substantially alter the existing drainage pattern of the site or area in a manner that would impede or redirect flood flows, and impacts would be less than significant.

As previously stated, the Project would increase the overall impervious surface coverage contained within the Project site; however, implementation of the Project and associated storm drain facilities would result in the same peak flows to the 4<sup>th</sup> Street storm drain compared to existing conditions. Because peak runoff from the site would be the same as compared to existing conditions, and because runoff would be conveyed to existing drainage facilities, implementation of the Project would not result in flooding on- or off-site and impacts would be less than significant.



#### 4. *Stormwater Drainage Capacity and Polluted Runoff*

Under existing and proposed conditions, runoff from the Project site would be conveyed to the existing 4<sup>th</sup> Street storm drain system south of the Project site. Because the 4<sup>th</sup> Street storm drainage system has adequate capacity to convey flows from the Project site under existing conditions, and because the peak rate of runoff would remain the same with implementation of the Project, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, and impacts would therefore be less than significant.

As discussed in detail under the analysis of Threshold 9.1, the Project would provide for infiltration and source-control BMPs to reduce pollutants entering the stormwater during operation of the Project. With compliance with existing regulations and implementation of RR 9-2, which ensures implementation of the Project's proposed BMPs, pollutants in stormwater runoff would be treated and removed prior to entering the City's storm drainage system. Therefore, the Project would not substantially alter the existing drainage pattern of the site or area in a manner that would produce substantial additional sources of polluted runoff, and potential impacts on water quality would be less than significant.

**Impact 9.3** The Project would not 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 result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows. Impacts would be less than significant and no mitigation is required.

<p><b><i>Threshold 9.4</i></b> <i>Would the project, in flood hazard, tsunami, or seiche hazard zones, risk release of pollutants due to project inundation?</i></p>
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As discussed under Threshold 9.3, the Project site is not within a 100-year flood zone, and, as such, the Project's potential risk of release of pollutants due to site inundation from flooding would be less than significant. The Project site is located approximately 40 miles northeast of the Pacific Ocean; therefore, the Project is not within a tsunami zone and no impacts would occur. Additionally, the Project site is not within proximity to an enclosed body of water that has the potential to cause a seiche (a standing wave in an enclosed or partially enclosed body of water). Due to distance and topography, the Project site would not be subjected to seiches and no impacts would occur.

According to Figure PS-6, Dam Inundation Hazards, of the Rancho Cucamonga General Plan, the Project site is in not located within a dam inundation area. Therefore, the Project would have a less than significant impact related to the risk of release of pollutants due to inundation from dam failure.

**Impact 9.4** The Project site is not within a 100-year flood zone, is not within a tsunami zone, and is not within proximity to an enclosed or partially enclosed body of water that is capable

of producing seiches. Therefore, there would be no impact related to risk of release of pollutants due to Project inundation from a flood, tsunami or seiche. The Project site is not located within a dam inundation area and there would be a less than significant impact related to the risk of pollutants due to dam inundation. Mitigation is not required.

***Threshold 9.5 Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

As discussed under Threshold 9.1, the Project site is within the Santa Ana River Basin; therefore, Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana Basin Plan. The Santa Ana Basin Plan describes actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards. The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface water. Permits are issued under several programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. The RWQCB ensures compliance with the Santa Basin Plan through its issuance of NPDES Permits, issuance of Waste Discharge Requirements (WDR), and Water Quality Certifications pursuant to Section 401 of the CWA.

As discussed under Threshold 9.1, with adherence to state and local water quality regulations outlined in RR 9-1 through RR 9-3 (e.g., compliance with the Construction General Permit, the Rancho Cucamonga Municipal Code, preparation and implementation of a SWPPP during construction, preparation and implementation of a WQMP for operation), the potential for the Project to generate pollutants and impact water quality during construction and operation would be less than significant. The Project would not degrade water quality, cause the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. As such, the Project would not result in water quality impacts that would conflict with the Santa Ana Basin Plan.

The 2014 SGMA requires local public agencies and GSAs in "high-" and "medium"-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. The California Department of Water Resources (DWR) currently categorizes the Chino and Cucamonga Groundwater Basins, which supply groundwater to the CVWD, as "very low" priority. Therefore, the Chino and Cucamonga Groundwater Basins are not subject to the requirements of the SGMA (DWR, 2020b). Furthermore, Section 10720.8(a) of the SGMA exempts adjudicated basins from the SGMA's requirement to prepare a GSP; the Chino and Cucamonga Groundwater Basins have been adjudicated (CLI, 2014). Therefore, preparation of Groundwater Sustainability Plans is not required.

**Impact 9.5** The Project would not conflict with the Santa Ana Basin Plan. No impact would result.

#### **4.9.5 CUMULATIVE IMPACTS**

Consistent with the Rancho Cucamonga General Plan EIR, which is incorporated by reference (refer to Section 4.9.7, Cumulative Impacts [Hydrology and Water Quality]), the cumulative study area for

the Project's hydrology and water quality impacts is the Santa Ana River watershed, in which the City of Rancho Cucamonga is located (Rancho Cucamonga, 2010b). While this area extends beyond the County boundaries, areas downstream of the City and in other areas in San Bernardino County and in Orange County could be affected by stormwater volumes and pollutants that would be generated within the City. The General Plan EIR concludes that future development and redevelopment projects within the Santa Ana River watershed would be implemented in compliance with applicable water quality regulation and water quality impacts would be less than significant. The Rancho Cucamonga General Plan EIR concludes that continued management of the groundwater basins and compliance with the pertinent adjudication orders would prevent overdraft conditions, water quality problems, and other impacts on groundwater resources in the watershed. The regional channels have been designed to accommodate runoff from the entire watershed, and new developments are required to provide on-site improvements and other storm drainage system upgrades to prevent the creation of flood hazards at downstream areas. Further, it is concluded that cumulative impacts from dam inundation would be less than significant, and there would be no cumulative impacts associated with seiche or tsunamis. Thus, the Rancho Cucamonga General Plan EIR concludes that implementation of the Rancho Cucamonga General Plan would not result in cumulatively considerable hydrology, drainage, or water quality impacts.

Consistent with the Rancho Cucamonga General Plan EIR, the Project's cumulative impact analysis considers the construction and operation of the Project in conjunction with other development projects in the vicinity of the Project site and other developments within the Santa Ana River Basin. This area was selected for analysis because it encompasses the Project's watershed, and because the Project does not have the potential to result in hydrology or water quality impacts outside of the Project's watershed.

Project construction and the construction of cumulative development would have the potential to contribute to waterborne pollution, including erosion and siltation, to the Santa Ana River Watershed. Pursuant to the requirements of the State Water Resources Control Board and the Santa Ana RWQCB, all construction projects that disturb one (1) or more acres of land area are required to obtain coverage for construction activities under the State's General Construction NPDES Permit (refer to RR 9-1). To obtain coverage, an effective site-specific SWPPP is required to be developed and implemented. The SWPPP must identify potential on-site pollutants and identify an effective combination of erosion control and sediment control measures to reduce or eliminate the discharge of pollutants to surface waters. Compliance with these mandatory regulatory requirements would ensure that development projects within the Santa Ana River watershed, including the Project and cumulative projects, would have a less than significant cumulative water quality impact during construction. Construction of the Project would not contribute to cumulatively considerable water quality effects during construction.

The Project and all cumulative developments in the Santa Ana River Basin would be required to comply with applicable regulations that enforce the Basin Plan, which establishes water quality standards for ground and surface waters of the region. Compliance with these mandatory regulatory requirements, which includes provisions of Rancho Cucamonga's Stormwater and Urban Runoff Management and Discharge Control Ordinance for projects in Rancho Cucamonga (Chapter 19.20 of the Rancho Cucamonga Municipal Code (refer to RR 9-2 and RR 9-3), would ensure that development

projects within the Santa Ana River watershed, including the Project and cumulative projects, would have a less than significant cumulative water quality impact during operations. Operational activities on the Project site would be required to comply with the Project's approved WQMP to minimize the amount of waterborne pollution, including erosion and sediment, discharged from the site, resulting in a less than significant impact. Other development projects within the watershed would similarly be required by law to prepare and implement site-specific WQMPs to ensure that runoff does not substantially contribute to water quality violations. Accordingly, the operation of the Project would not contribute to cumulatively considerable water quality effects.

The CVWD provides potable water services to an approximately 47.0-square-mile service area and a portion of the City's water comes from groundwater resources from the Chino Basin and the Cucamonga Basin. These adjudicated basins continued to be managed and compliance with the pertinent adjudication orders prevents overdraft conditions, water quality problems, and other impacts on groundwater resources in the watershed. The Project in conjunction with cumulative development would not result in significant impacts to groundwater supplies or groundwater quality and therefore would not result in a cumulative impact. Accordingly, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with groundwater.

Construction of the Project and other development projects within the Santa Ana River Basin would be required to comply with federal, State, and local regulations and applicable regional and local master drainage plans to mitigate flood hazards both on- and off-site. Compliance with federal, State, and local regulations and applicable drainage plans would require development sites to be protected from flooding during peak storm events (i.e., 100-year storm) and would not allow development projects to expose downstream properties to increased flooding risks during peak storm events. Also, future development proposals within the Santa Ana River Basin would be required to prepare hydrologic and hydraulic calculations, subject to review and approval by the City of Rancho Cucamonga and other jurisdictions, to demonstrate that substantial on- and/or off-site flood hazards would not occur. As discussed under the response to Threshold 9.3, the Project is designed to ensure that runoff from the Project site during the 100-year storm events with the Project is the same as compared to existing conditions, and the impact would be less than significant. Because the Project and all other developments throughout the Santa Ana River Basin, would need to comply with federal, State, and local regulations to ensure that stormwater discharges do not substantially exceed existing volumes or exceed the volume of available conveyance infrastructure, a cumulative impact related to flood hazards would not occur. Additionally, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with flooding.

The Project, combined with cumulative projects would not result in a risk for release of pollutants from flooding, seiche, a tsunami, or inundation from dam failure and would therefore not result in a cumulative impact. Additionally, the Project would have no impact related to the risk for release of pollutants from flooding, seiche, a tsunami, or inundation from dam failure. Therefore, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with inundation.

#### 4.9.6 MITIGATION MEASURES

With adherence to the regulations outlined in RR 9-1 through RR 9-3, the Project would not result in significant impacts related to hydrology and water quality and no mitigation is required.

#### 4.9.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts related to hydrology and water quality would be less than significant.

#### 4.9.8 REFERENCES

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## **4.10 LAND USE AND PLANNING**

This section describes the Project site and surrounding land uses and evaluates the Project's consistency with applicable planning programs and land use regulations. Information presented in this section is based on a review of relevant regional and local planning programs, including the Rancho Cucamonga General Plan and associated Environmental Impact Report (EIR), the Rancho Cucamonga Development Code, City of Ontario planning documents (i.e., The Ontario Plan and the Ontario Development Code and associated Crossroads Business Park Specific Plan), and site reconnaissance. Refer to Section 4.10.8, References, for a list of references.

There were no Notice of Preparation (NOP) comment letters received related to land use and planning.

### **4.10.1 RELEVANT POLICIES AND REGULATIONS**

#### **A. *Regional***

Regional land use plans and policies that are applicable to the Project include SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) documents, and the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP). The RTP/SCS documents are discussed below, and the ONT ALUCP is discussed in Section 4.8, Hazards and Hazardous Materials, of this Draft EIR.

#### **1. *Southern California Association of Governments***

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. As the designated MPO, the federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additionally, SCAG reviews environmental impact reports for projects having regional significance to ensure they are in line with approved regional plans (SCAG, 2020a). As identified in Section 15206 of the California Environmental Quality Act (CEQA) Guidelines, regionally significant industrial projects include "A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area." Therefore, this Project is considered regionally significant and subject to review by SCAG.

SCAG adopted the 2016 RTP/SCS and certified the associated Program EIR in April 2016 to address the region's future needs for "mobility, economy, and sustainability". The 2016 RTP/SCS combines the need for mobility with a "sustainable future" through a reduction in the amount of emissions produced from transportation sources. This would be made through the operation of low or no emission transportation systems by 2040. The RTP/SCS also focuses on the economy, with expectations of shortening the gap between the regional transportation system and economic vitality. To address the mobility challenge of the region's continuing roadway congestion, the RTP/SCS proposes



transportation investments in transit; passenger and high-speed rail; active transportation; transportation demand management; transportation systems management; highways, arterials, and goods movement; aviation and airport ground access; and operations and maintenance projects. These are expected to indirectly create investment opportunities in the region. The 2016 RTP/SCS includes population, household, and employment projections for individual cities and counties, and identifies the regional housing needs allocations for the region. Further, the 2016 RTP/SCS provides objectives for meeting emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. (SCAG, 2016)

In April 2018, SCAG published *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, state highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet of warehouse building space, and undeveloped land that could accommodate an additional 338 million square feet of new warehouse building space. These regions attract robust logistics activities, and are a major reason the region is a critical mode in the global supply chain. (SCAG, 2018)

The RTP/SCS is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods. SCAG's Regional Council adopted the *2020 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) (referred to as Connect SoCal) and its associated Program EIR on May 7, 2020 for federal transportation conformity purposes only, in light of the COVID-19 pandemic. The Regional Council approved Connect SoCal in its entirety and for all other purposes on September 3, 2020.

Connect SoCal, with a horizon year of 2045, 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 allows public agencies who implement transportation projects to do so in a coordinated manner, while qualifying for federal and state funding. The plan includes robust financial analysis that considers operations and maintenance costs to ensure our existing transportation system's reliability, longevity, resilience and cost effectiveness. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's greenhouse gas emission reduction goals and federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources. (SCAG, 2020b)

With respect to goods movement, Connect SoCal discusses that since the 2016 RTP/SCS, several new paradigms have emerged that are reshaping the way the region addresses goods movement issues. E-commerce has been a core driver affecting all aspects of regional goods movement by facilitating increased cargo volumes, fostering both the development and turnover of industrial establishments, changing consumer habits, causing shifts in labor forces, and paving the way for new technologies in logistics. The region is also positioning itself to address the challenges that will be brought by new technologies like automation and its corollary impacts on the regional goods movement workforce. Balancing traditional goods movement concerns and opportunities with emerging challenges, SCAG has developed key strategies to realize a regional vision that maintains regional economic competitiveness, promotes job creation and retention, increases freight mobility and safety, and mitigates environmental impacts. Specific details of goods movement challenges and strategies are presented in the Goods Movement Technical Report of Connect SoCal. (SCAG, 2020b)

**B. Local**

**1. *Rancho Cucamonga General Plan***

The Rancho Cucamonga General Plan is a long-range policy document that presents the City’s vision for the next 15 to 20 years. The General Plan embodies the Healthy RC Vision that promotes “a lifestyle that embraces a Healthy Mind, Body, and Earth, through lifelong learning and enrichment, active and healthy living, and environmental sustainability” (Rancho Cucamonga, 2010a). It regulates future development and community enhancement activities in the City and it addresses issues that are important to the community. The Project’s consistency with relevant goals and policies from the General Plan is evaluated in Table 4.10-2 in this section.

The Rancho Cucamonga General Plan contains the following chapters, which are further discussed below:

- Managing Land Use, Community Design, and Historic Resources
- Economic Development
- Community Services
- Resource Conservation
- Public Facilities and Infrastructure
- Public Health and Safety

The Community Mobility Chapter is discussed in Section 4.13, Transportation, of this Draft EIR. The General Plan also includes a Housing Chapter; however, it is not relevant to the Project and not further discussed.

***Managing Land Use, Community Design, and Historic Resources Chapter***

The Managing Land Use, Community Design, and Historic Resources Chapter defines the distribution and location of land uses to achieve economic efficiency, to balance aesthetic appeal and functionality, and to preserve historical resources in an effort to enhance the overall quality of community life. The land use goals and policies in the Land Use Element in this Chapter emphasize the protection of

existing residential neighborhoods; target new residential, office, and commercial growth along major corridors; integrate land use and transportation planning; promote the revitalization of deteriorating areas; and protect hillside areas. The City's Land Use Plan, as contained in this Chapter, sets allowable land uses and associated maximum development densities and intensities throughout the City and its Sphere of Influence (SOI).

As shown previously in Section 3.0, Project Description (refer to Figure 3-2, Proposed General Plan Amendment), the Project site is designated Heavy Industrial and General Industrial. The area to the west of the Project site is designated "General Industrial", the area to the north is designated as "Heavy Industrial", and the area to the east is designated as "Civic/Regional" (Rancho Cucamonga, 2010a). The area to the south of the Project site is within the City of Ontario and discussed below. The General Industrial designation permits a wide range of industrial activities that include manufacturing, assembling, fabrication, wholesale supply, heavy commercial, green technology, and office uses. The Heavy Industrial designation permits heavy manufacturing, compounding, processing or fabrication, warehousing, storage, freight handling, and truck services and terminals, as well as supportive service commercial uses. Heavy Industrial areas are positioned to take advantage of rail lines and arterial roadway access, and to minimize impacts on surrounding land uses. The Civic/Regional designation applies to diverse public and quasi-public uses, including the San Bernardino County West Valley Detention Center, which is adjacent to and east of the Project site.

The process of preparing the General Plan involved focusing on potential areas of change, both from a geographic standpoint and a strategic or policy standpoint. For each of these potential areas of change, or focus areas, existing conditions were evaluated, and alternative directions were developed and analyzed. Figure LU-5, Focus Areas, of the General Plan, indicates that the Project site is within the Southeast Focus Area (Southeast Focus Area). This area supports the only remaining land in Rancho Cucamonga devoted to heavy industrial uses; these businesses are a valuable source of employment and revenue. The focus area also benefits from proximity to the freeway, although the circulation system requires improvements to meet the needs of the intensive truck traffic generated by the industrial uses. For the health of residents as well as for the long-term economic viability of this part of Rancho Cucamonga, wherever possible, "green" development that provide a more efficient use of resources and businesses associated with green technology are strongly encouraged. Energy conservation and efficiency is further addressed in Section 4.5, Energy, of this Draft EIR. The vision for the Southeast Focus Area includes:

- Concentrating heavy industrial uses
- Supporting infrastructure improvements to attract industrial, manufacturing, and green technology uses
- Preventing encroachment of conflicting uses that would diminish the utility of the area for heavy industry

Figure LU-5, Adopted Specific Plans and Planned Communities, of the General Plan, indicates that the Project site is within the Industrial Area Specific Plan. However, in 1999, the Development Code was amended to incorporate the Industrial Area Specific Plan and Foothill Boulevard Specific Plan.

These Specific Plans are no longer stand-alone documents. The Industrial Area Specific Plan was a particularly significant specific plan due to its successful role in the development of the City's industrial base (which is a critical component of an overall long-term balance of uses).

The Managing Land Use, Community Design, and Historic Resources Chapter also contains design guidelines for districts, neighborhoods, urban centers, corridors, streetscapes, special boulevards, gateways, public art, and signs. These community design features are shown on Figure LU-6, Community Design Framework, of the General Plan; no community design features are identified at the Project site. The Historic Resources Element of the Managing Land Use, Community Design, and Historic Resources Chapter addresses the City's historical development, historic resources (sites and routes), and goals and policies for historic preservation. Figure LU-8, Historic Resources, of the General Plan, does not identify any designated historic sites in the Project site. (Rancho Cucamonga, 2010a)

### *Economic Development Chapter*

The Economic Development Chapter sets forth a plan that capitalizes on the City's economically diverse, relatively affluent, and well-educated community. This Chapter indicates that moving forward, Rancho Cucamonga needs to seek out commercial and industrial infill and revitalization opportunities, and attract professional and "green" technology employers to continue its economic expansion and diversification. The Project site is located in the identified "Redevelopment Project Area"; however, the Rancho Cucamonga Redevelopment Agency was dissolved in accordance with Assembly Bill (AB) 26, which dissolved all redevelopment agencies in the State.

The Economic Development Chapter identifies that accessibility to major population centers in the Los Angeles region to be a significant advantage for warehousing and manufacturing users; warehousing users in particular take advantage of proximity to the ports of Los Angeles and Long Beach via rail and freeways. While this locational advantage may be slightly compromised by rising land costs, increases in transportation costs boost Rancho Cucamonga's competitiveness over lower-priced areas to the north and east. Also, competition for relatively less expensive industrial properties (relative to commercial lands) by large-scale churches and similar community service uses could begin to diminish the inventory of land for industrial enterprises. In addition, non-industrial uses in industrial districts give rise to complaints (by the non-industrial users) of traffic, noise, and odors. With growing competition for large industrial parcels, the Economic Development Chapter indicates the City will need to reevaluate its policies and regulations pertaining to land uses in industrial areas to avoid future land use conflicts.

### *Community Services Chapter*

The Community Services Chapter identifies the anticipated need for community services based on the City's anticipated growth patterns, and establishes goals and policies to support the continuation of community services that promote the well-being of the City's population. There are no existing or planned parks at or near the Project site; the nearest community service facility is a planned regional multi-purpose trail along Day Creek, which is approximately 0.3-mile west of the Project site (Figure CS-3, Hiking and Riding Trails Master Plan, of the General Plan).

In the General Plan, a healthy community has been defined as including three distinct components: Healthy Minds, Bodies, and Earth. Implementation of these components is addressed through various Community Service programs. The City is committed to reducing the negative health impacts from a lack of activity by creating a diverse palette of programs under the Healthy RC banner, adjusting the land use patterns, and enhancing the circulation system. This Plan provides residents, visitors, and people who work in the City with options that will allow them to walk more, eat healthier, and to travel within the City without using an automobile. Goals, policies, and implementation actions that help the City conserve resources, promote clean air and water, and generally further City efforts to move toward sustainability all promote a Healthy Earth. A key City goal is to reduce greenhouse gas emissions consistent with statewide objectives. The primary strategy involves integrating land use and transportation planning, particularly along major corridors.

### *Resource Conservation Chapter*

The Resource Conservation Chapter guides the preservation, protection, conservation, re-use, replenishment, and efficient use of Rancho Cucamonga's limited natural resources, including open space, mineral, agricultural, cultural, water, energy, and wildlife resources. These resources are discussed in other sections of this Draft EIR and in the NOP included in Appendix A, as appropriate. There are no natural resources within the Project site, site-adjacent improvement areas, or the 6<sup>th</sup> Street at-grade crossing study area. However, as further discussed in Section 4.3, Biological Resources, of this Draft EIR, there are numerous trees, includes trees that meet the criteria to be considered heritage trees.

This Chapter also identifies that reductions in automobile usage and vehicle miles traveled (VMT) will lower energy consumption and GHG emissions, and will provide public health benefits. As a result, Rancho Cucamonga endorses land use and transportation policies and practices that take advantage of the nexus between land use, housing, economic development, and transportation. This Chapter also discusses energy efficiency, renewable energy resources, and the City efforts to promote the construction of green buildings.

### *Public Facilities and Infrastructure Chapter*

The Public Facilities and Infrastructure Chapter addresses the needs for infrastructure and public facilities to support future growth and to maintain quality of life. Specifically, this Chapter focuses on the provision of high-quality City and County public facilities (including government, fire, police, and animal care services); support for educational opportunities (schools and libraries); and maintenance and expansion of public infrastructure (water, wastewater, storm drainage, solid waste and communications systems) to meet planned growth. There are no public facilities located on the Project site. Public services are further discussed in the NOP and Section 6.0, Other CEQA Considerations, of this Draft EIR, and utility and service systems are discussion in Section 4.15, Utilities and Service Systems.

### ***Public Health and Safety Chapter***

The Public Health and Safety Chapter provides a proactive approach to public health and safety planning. Specifically, it identifies potential known hazards (e.g., seismic and geologic hazards, hazardous materials, and flood hazards) and provides methods for mitigating hazards through the planning process. This Chapter discusses the following issues, which are further discussed in the Draft EIR sections noted parenthetically:

- Fire and Emergency Services (Section 6.0, Other CEQA Considerations)
- Crime Prevention (Section 6.0, Other CEQA Considerations)
- Seismic and Geologic Hazards (Section 4.6, Geology and Soils)
- Flood Hazards and Inundation (Section 4.9, Hydrology and Water Quality)
- Wind Hazards (Section 4.2, Air Quality)
- Aviation Hazards (Section 4.8, Hazards and Hazardous Materials)
- Air Quality, Atmosphere, and Climate (Section 4.2, Air Quality)
- Noise (Section 4.11, Noise)

### **2. *Rancho Cucamonga Development Code***

Title 17 of the Rancho Cucamonga Municipal Code is the City's Development Code. The Development Code contains land use and development procedures and regulations that identify the permitted land uses on parcels in the City through assigned districts. It also identifies applicable use regulations, site development criteria (e.g., lot size, density/intensity, yard setbacks, open space, heights, parking, landscaped areas), performance standards, and general design regulations (e.g., site design, building orientation, access, parking areas, landscaping, fencing/screening, lighting, building design). Sections of the Development Code that are relevant to the environmental topics are addressed in the respective sections of this Draft EIR.

Relevant to the land use and planning, Section 17.26, Establishment of Zoning Districts, of the Development Code establishes the framework of zoning districts in the city and their relationships to the City's General Plan land use designations. Figure 3-3, Proposed Zoning Map Amendment, in Section 3.0 of this Draft EIR, shows the current zoning for the site and surrounding areas, based on the City of Rancho Cucamonga Zoning Map (Rancho Cucamonga, 2012). As shown in Figure 3-3, consistent with the General Plan land use designations, the northern portion of the Project site is zoned Heavy Industrial and the southern portion of the Project site is zoned General Industrial (GI)<sup>1</sup>. The area to the north of the Project site is zoned Heavy Industrial (HI), the area to west is zoned GI, and the area to the east is zoned HI and GI, similar to the Project site.

### **C. *City of Ontario***

As previously stated, the Project site is bordered by the City of Ontario to the south. Since the Project site is not located in the City of Ontario, the land use regulations of the City of Ontario do not apply

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<sup>1</sup> The City of Rancho Cucamonga interactive mapping program (My Community Map) identifies the zoning for the entire Project site to be General Industrial, which is not consistent with the City's Zoning Map.

and the following information is provided for informational purposes to provide context for the discussion of land use and planning.

### **1. *The Ontario Plan***

The Ontario Plan is the City's policy document for regulating land use and development in the City. It articulates the City's Vision for the future that is founded on dynamic balance, a prosperous economy, distinctive development, and recognized leadership. The Governance Manual includes a set of high-level governance principles with long-term value as well as Vision-driven goals and broad policies. The Policy Plan states the City's long-term goals, principles, and policies for Land Use, Housing, Mobility, Safety (including Noise), Environmental Resources (including Conservation), Parks and Recreation (including Open Space), Community Economics, Community Design, and Social Resources. The City Council Priorities are clearly stated and actions to implement the City's policies are identified. The area south of the Project site across 4<sup>th</sup> Street is designated in the Ontario Land Use Plan as Industrial (0.55 floor-to-area ratio [FAR]).

### **2. *Ontario Development Code and Crossroads Business Park Specific Plan***

The Ontario Development Code contains the City of Ontario's zoning, land use, and subdivision regulations. The Code provides development standards for all parcels in the City through zoning and overlay districts, including regulations for temporary uses, signs, parking, historic preservation, and environmental performance standards. It also outlines the City's development review and permitting process. The area south of the Project site is zoned as Specific Plan (Crossroads Business Park [4043-SP]) (City of Ontario, 2015). The Specific Plan District enables the planning and development of coordinated and comprehensive projects in accordance with The Ontario Plan.

The Crossroads Business Park Specific Plan, adopted in 1997, designates the Specific Plan area with Light Industrial land uses to provide for the development of one to two story light industrial buildings incorporating such use types as manufacturing, research and development, and multi-tenant industrial (City of Ontario, 1997).

## **4.10.2 EXISTING SETTING**

### **A. Existing Land Uses**

#### **1. *Citywide***

According to the General Plan EIR, the area south of Foothill Boulevard is generally developed with industrial uses, which together with the mining operation in Day Creek, covers a total of 2,520 acres (9.4%). Most of these uses are located south of Arrow Highway in the western portion of the City and south of Foothill Boulevard in the eastern portion of the City. Approximately 25.58 million square feet (sf) of industrial development is present in the City.

Various types of residential uses cover approximately 10,159 acres (37.8%) of the City and its Sphere of Influence (SOI). The majority of the higher density housing (such as townhomes, condominiums, and apartment complexes) are located in the central portion of the City. There are also multi-family



residential uses in the Empire Lakes/IASP Sub-Area 18 Specific Plan area in the southern portion of the City.

Commercial uses are found along Foothill Boulevard, several other major roadways, and at major street intersections, particularly along Base Line Road, Archibald Avenue, and 19<sup>th</sup> Street. A total of 1,307 acres (6.2%) is developed with commercial uses, consisting of office, commercial, retail, shopping center, restaurants, and automotive uses. Approximately 11.24 million square feet of commercial development is present in the City. Civic and other public facilities are found in the southern section of the City and include government buildings, City Hall, the post office, fire stations, and multi-purpose community facilities.

The City is estimated to be 87% built out, with approximately 4,156 acres of land remaining vacant. The vacant lands are located on scattered sites and are surrounded by urban development, except for the larger undeveloped parcels along and near Etiwanda Creek at the northeastern section.

## **2. *Project Site and Adjacent Land Uses***

The Project site and surrounding areas are depicted on the aerial photograph presented in Figure 4.0-1, in Section 4.0, Environmental Setting and Impact Evaluation Overview. As shown on the aerial photograph provided in Figure 4.0-1 of this Draft EIR, the southern portion of the Project site is currently occupied by a 23,240-sf retail building and a 1,431,000-sf warehouse building (includes a 58,000-sf mezzanine), which were occupied by Big Lots until February 2020. Truck trailer parking surrounds the warehouse building, and loading docks are located on the east and south sides of the building. Automobile parking is provided in the southeast portion of the Project site, and east of the existing retail building. There is ornamental landscaping throughout the site, primarily along 4<sup>th</sup> Street. Existing surface parking lots (auto and truck trailer) and vacant land (previously a vineyard) are located in the northern portion of the Project site. The existing development was constructed in the early 1980s.

As previously discussed, the Project site is largely surrounded by developed industrial areas. A Southern California Edison (SCE) facility is located north of the Project site (across 6<sup>th</sup> Street). The San Bernardino County West Valley Detention Center (a short-term County jail facility) is located to the east (west of Etiwanda Avenue). South of the Project site, across 4<sup>th</sup> Street, are light industrial/warehouse uses in the Crossroads Business Park Specific Plan area of the City of Ontario. There are no residential uses in the Project vicinity.

### **4.10.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the CEQA Guidelines, a project will normally have a significant adverse environmental impact on land use and planning if it will:

- Physically divide an established community.
- 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.

#### 4.10.4 ENVIRONMENTAL IMPACTS

***Threshold 10.1 Would the Project physically divide an established community?***

The Project site is developed with a retail building, and industrial warehouse and associated facilities, and includes an undeveloped area that was previously cultivated as a vineyard. The Project would involve redevelopment of the Project site and would not separate any established communities or land uses. The Project site is surrounded by non-residential development, including the West Valley Detention Center to the east. The nearest residential neighborhood to the Project site is located approximately 1.4-miles to the west (multi-family uses northwest of the 4<sup>th</sup> Street/Milliken Avenue). The Project involves the redevelopment of the Project site with non-residential uses, consistent with existing conditions and with the surrounding uses. Additionally, the construction of Street A, a new north-south oriented public roadway, would provide a direct connection between 4<sup>th</sup> Street and 6<sup>th</sup> Street. This connection is currently provided by existing on-site private roadways that are not accessible to the public. The Project would not disrupt the physical arrangement of an established community. No impacts would occur.

**Impact 10.1** The Project would not physically divide an established community and no impact would occur.

***Threshold 10.2 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?***

**1. Regional**

***Southern California Association of Governments***

SCAG's 2016 RTP/SCS and the recently adopted Connect SoCal seek to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. These long-range visioning plans balance future mobility and housing needs with economic, environmental and public health goals. Table 4.10-1, RTP/SCS Consistency Analysis, presents the Project's consistency with the 2016-2040 RTP/SCS and Connect SoCal. As demonstrated through this analysis, implementation of the Project would not conflict with the goals and policies of SCAG's regional planning programs.

**Table 4.10-1 RTP/SCS Consistency Analysis**

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
<i>2016 RTP/SCS</i>		
G1	Align the plan investments and policies with improving regional economic development and competitiveness.	<p><b>No Conflict.</b> This policy would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project implements development anticipated in the Southeast Focus Area of the City’s General Plan, and specifically includes redevelopment of the Project site with two Class A industrial buildings that are designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region. The Project would involve redevelopment of an underutilized site with existing vacant buildings and would implement infill and revitalization opportunities anticipated in the General Plan. Accordingly, the Project would not impede the economic development in the City of Rancho Cucamonga or the region.</p>
G2	Maximize mobility and accessibility for all people and goods in the region.	<p><b>No Conflict.</b> Access to the Project site would be provided from 4<sup>th</sup> Street and 6<sup>th</sup> Street, which are designated truck routes adjacent to the Project site, and proposed Street A. These roadways provide efficient access to I-15 approximately 0.5 mile east of the Project site, and I-10 approximately 0.7 mile south of the Project site. The Circulation and Parking description provided in Section 3.0 of this Draft EIR identifies vehicular and non-vehicular circulation improvements in the public right-of-way that would be implemented as part of the Project. In addition to the construction of new public Street A, the Project would be required to remove and replace portions of the curb and gutter (e.g., for curb cuts and Street A), and grind and overlay the asphalt concrete pavement along 4<sup>th</sup> Street and 6<sup>th</sup> Street along the frontage of the Project site. These improvements would comply with City standards for public roadways and would benefit persons of all social and economic groups who utilize these roadways.</p> <p>Additionally, the Project would include installation of access driveways and an internal network of drive aisles to serve each building, which would meet applicable standards for access, width, and turning radii.</p>
G3	Ensure travel safety and reliability for all people and goods in the region.	<p><b>No Conflict.</b> As discussed in Section 4.13 of this Draft EIR, the Project would not result in a substantial safety hazard to motorists. Additionally, the proposed buildings would accommodate the movement of goods, which would shorten</p>

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		the length of vehicular trips and increase the reliability of the movement of goods throughout the region.
G4	Preserve and ensure a sustainable regional transportation system.	<b>No Conflict.</b> The Project contributes to and would be consistent with planned land use and growth assumptions for the City of Rancho Cucamonga, as anticipated in the General Plan. In addition to the construction of roadway improvements, the Project developers would pay applicable traffic mitigation fees that would fund additional traffic improvements in the study area and maintenance of roadway infrastructure in the Project area.
G5	Maximize the productivity of our transportation system.	<b>No Conflict.</b> An analysis of the Project’s environmental impacts is provided throughout this Draft EIR. Specifically, air quality is addressed in Section 4.2 of this Draft EIR and air quality impacts during construction and operation would be less than significant. The Project includes the installation of a sidewalk along Street A, replacement of sidewalks along 4 <sup>th</sup> Street and 6 <sup>th</sup> Street, as needed, and installation of Class II bikeways adjacent to the Project site on 4 <sup>th</sup> Street and 6 <sup>th</sup> Street. To facilitate bicycle travel and in compliance with Section 17.64.100 of the City’s Development Code, and the CALGreen Code, exterior short-term and long-term bicycle parking would be provided at each building near the office areas.
G6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	<b>No Conflict.</b> This policy provides guidance to City staff to establish local incentive programs to encourage and promote energy efficient development. As described in Section 4.5 and Section 4.7 of this Draft EIR, the Project would replace existing industrial and retail buildings and facilities that were constructed in the early 1980s and do not meet current energy efficiency standards. The Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements.
G7	Actively encourage and create incentives for energy efficiency, where possible.	<b>No Conflict.</b> This policy provides guidance to establish a local land use plan that facilitates the use of transit and active (non-motorized) forms of transportation. The Project involves development of the Project site with contemporary high-cube warehouse buildings in an area designated for industrial development by the Rancho Cucamonga General Plan and would increase local employment opportunities. As discussed under the consistency analysis for the 2016 RTP/SCS Goal G6, the Project includes the replacement of existing sidewalks, as needed, and implementation of bikeways along 4 <sup>th</sup> Street and 6 <sup>th</sup> Street along the frontage of the Project site,
G8	Encourage land use and growth patterns that facilitate transit and active transportation.	

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		a new sidewalk along proposed Street A, and bicycle facilities that would facilitate pedestrian and bicycle travel. Additionally, the Project site is located in a Transit Priority Area (TPA). Omnitrans Transit Agency Route 61 extends along 4 <sup>th</sup> Street, and there are bus stops in front of the Project site that would be easily accessible from the Project. Therefore, the Project would provide local job opportunities for existing and future residents of the City that would be accessible by transit and active transportation.
G9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<b>No Conflict.</b> This policy provides guidance to the City of Rancho Cucamonga to monitor the transportation network and to coordinate with other agencies as appropriate. The Project would not conflict with the City's transportation network or the City's coordination with other agencies.
<b>Connect SoCal</b>		
1	Encourage regional economic prosperity and global competitiveness.	<b>No Conflict.</b> Refer to the consistency analysis for Goal G1 of the 2016 RTP/SCS.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>No Conflict.</b> Refer to the consistency analysis for Goals G2 and G3 of the 2016 RTP/SCS.
3	Enhance the preservation, security, and resilience of the regional transportation system.	<b>No Conflict.</b> Refer to the consistency analysis for Goals G4 and G9 of the 2016 RPT/SCS.
4	Increase person and goods movement and travel choices within the transportation system.	<b>No Conflict.</b> The Project involves development of two contemporary high-cube warehouse buildings within an established industrial area, along designated truck routes, and in close proximity to the State highway system, which would avoid or shorten truck-trip lengths on other roadways. Also, refer to the consistency analysis for Goals G6 and G8 of the 2016 RTP/SCS, which addresses accommodations for alternative modes of transportation (e.g., transit, bicycle and walking).
5	Reduce greenhouse gas emission and improve air quality.	<b>No Conflict.</b> Refer to the consistency analysis for goals G6 and G7 of the 2016 RTP/SCS.
6	Support healthy and equitable communities.	<b>No Conflict.</b> This policy pertains to health and equitable communities, and these issues area addressed through goals and policies outlined in the Rancho Cucamonga General Plan. Relevant to the Project, the proposed building design would support the health of occupants and users by using non-toxic building materials and finishes, and by using windows and design features to maximize natural light and ventilation.
7	Adapt to a changing climate and support an integrated regional development.	<b>No Conflict.</b> Connect SoCal indicates that since the adoption of the 2016 RTP/SCS, there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands and shifts in trade policies. E-

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		<p>commerce continues to be one of the most influential factors shaping goods movement. As previously identified, the Project involves the redevelopment of a Project site historically used for industrial uses, with two high-cube Class A warehouse buildings that are designed to meet contemporary industry standards and operational characteristics. The Project would accommodate a wide variety of users, and would be economically competitive with similar industrial buildings in the local area and region. Further, the Project is located in an area designated for industrial development in the City of Rancho Cucamonga, which benefits from its proximity to key freeway infrastructure.</p>
8	<p>Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p><b>No Conflict.</b> Connect SoCal indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those proposed with the Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued development and demonstration of automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Project would meet contemporary industry standards and operational characteristics relative to transportation technologies and data-driven solutions.</p>
9	<p>Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p><b>No Conflict.</b> The Project is located in an area designated for industrial uses and therefore would not interfere with the City’s ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City.</p>
10	<p>Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p><b>No Conflict.</b> The Project site is located in a highly urbanized and developed area, and does not contain any natural lands, or suitable habitat for native wildlife or plant species. Implementation of the Project would not interfere with the City’s ability to promote the conservation of natural and agricultural lands and the restoration of habitats. Additionally, the Project site does not include any land designated for agricultural uses. The on-site area that was previously a vineyard is not zoned for agriculture; therefore, development of this area would not conflict with this policy.</p>

## 2. *City of Rancho Cucamonga*

### *General Plan*

As described Section 3.4.1, General Plan Amendment and Zoning Map Amendment, of this Draft EIR, the Project would modify the land use designation from Heavy Industrial to General Industrial for approximately 55.2 acres comprising the northern portion of the Project site, consistent with the remaining approximately 36.2 acres of the Project site. The purpose of this General Plan Amendment is to provide a consistent land use designation across the Project site. The Project, which involves redevelopment of the Project site with two Class A high-cube warehouse buildings, is consistent with the General Industrial land use designation. Further, the Project site is within the Southeast Focus Area, which is comprised primarily of industrial land uses. The General Plan anticipates redevelopment and revitalization within this area.

Activities undertaken by a planning agency must be substantially consistent with the goals and policies of the agency's general plan. The Rancho Cucamonga General Plan was approved in 2010, and as subsequently amended, serves as the main land use policy document for the City. Therefore, all future development in the City must substantially comply with the General Plan's goals and policies. The State's general rule for a General Plan consistency determination is that "an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment" (OPR, 2017). Table 4.10-2 provides an analysis of the Project's consistency with applicable goals and policies outlined in the Rancho Cucamonga General Plan, adopted for the purpose of avoiding or mitigating an environmental effect, and that are subject to "project review" as outlined in Appendix A, Implementation Plan, of the General Plan. Other policies referred to as "special initiative" actions, are also addressed, if particularly relevant to the Project.

An assessment of the Project's consistency with goals and policies applicable to industrial land uses that govern scenic quality is presented in Table 4.1-2, General Plan Policy Consistency Analysis, in Section 4.1 of this Draft EIR. Goals and policies applicable to industrial land uses that address community mobility/circulation are presented in Section 4.13. As identified, the Project would not conflict with goals or policies addressing scenic quality or community mobility/circulation.



**Table 4.10-2 General Plan Consistency Analysis**

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
<b>LAND USE AND DEVELOPMENT</b>		
<b>Goal LU-1:</b> Ensure established residential neighborhoods are preserved and protected, and local and community-serving commercial and community facilities meet the needs of residents.		
Policy LU-1.1	Protect neighborhoods from the encroachment of incompatible activities or land uses that may have a negative impact on the residential living environment.	<b>No Conflict.</b> The nearest residential neighborhood is approximately 1.4 miles to the west. The Project site is within the Southeast Focus Area identified in Figure LU-4 of the General Plan. The Project would develop high-cube warehouse uses consistent with the existing use of the site, and the industrial uses in the vicinity. The Project includes a General Plan Amendment for a portion of the site from Heavy Industrial to Light Industrial so that the entire Project site has a single General Plan designation. Although the proposed General Plan Amendment is not related to the 2018 closure of the NRG energy plant to the north of the Project site, it is worth noting that there is no longer a need for the area surrounding the former energy plant to be designated Heavy Industrial. Furthermore, the Project would not impede or conflict with the development of other heavy industrial uses in the Southeast Focus Area, which would continue to include a concentration of industrial uses. The Project includes infrastructure improvements (construction of two new public streets) which would attract industrial uses to the area. The Project's proposed high-cube warehouse uses are consistent with the vision for the Southeast Focus Area and would not diminish the utility of the area for heavy industry. The Project would not have a negative impact on the residential living environment.
Policy LU-1.2	Designate appropriate land uses to serve local needs and be able to respond to regional market needs, as appropriate.	<b>No Conflict.</b> Access to the Project site would be provided from 4 <sup>th</sup> Street and 6 <sup>th</sup> Street, which are adjacent to the Project site and designated truck routes, and proposed Street A. The roadways provide efficient access to I-15 approximately 0.5 mile east of the Project site, and I-10 approximately 0.7 mile south of the Project site, which would increase the reliability of the movement of goods throughout the region. Additionally, the proposed buildings are designed to meet contemporary industry standards and operational characteristics to accommodate the movement of goods throughout the region. Also refer to the discussion of the Project's consistency with SCAG's RTP/SCS programs in Table 4.10-1.
Policy LU-1.5	Development of densities and intensities shall be implemented	<b>No Conflict.</b> The General Industrial land use category allows for a maximum floor-area-ratio (FAR) of 0.6. The

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
	within the ranges specified in the General Plan; neither higher nor lower than the limits of the range.	FAR for Building 1 would be 0.57 and the FAR for Building 2 would be 0.50, with an overall FAR of .55. Therefore, the buildings would be within the allowable FAR range.
<b>Goal LU-2:</b> Facilitate sustainable and attractive infill development that complements surrounding neighborhoods and is accessible to pedestrians, bicycles, transit, and automobiles.		
Policy LU-2.2	Require new infill development to be designed for pedestrians and automobiles equally, and to provide connections to transit and bicycle facilities.	<b>No Conflict.</b> The Project involves an infill development, consisting of redevelopment of an underutilized site. Refer to the consistency analysis presented for the RTP/SCS Goals G2, G6 and G8. As discussed, in addition to improved vehicular circulation, the Project accommodates pedestrian and bicycle travel, and transit use.
Policy LU-2.3	Provide direct pedestrian connections between development projects where possible.	<b>No Conflict.</b> Existing sidewalks along 4 <sup>th</sup> Street and 6 <sup>th</sup> Street along the Project site frontage would be replaced and would continue to connect with pedestrian facilities to the east and west of the Project. On-site pedestrian facilities that provide direct connections to these sidewalks, and a sidewalk along proposed Street A, would also be implemented.
<b>Goal LU-3:</b> Encourage sustainable development patterns that link transportation improvements and planned growth, create a healthy balance of jobs and housing, and protect the natural environment.		
Policy LU-3.1	Encourage the creation and maintenance of regional employment, cultural and retail destinations, as well as a full range of amenities and services to support residents of Rancho Cucamonga.	<b>No Conflict.</b> The replacement of the existing retail and warehouse uses on an underutilized site with two new high-cube warehouse buildings that would result in a net increase in employment opportunities (estimated 277 jobs) in the region.
Policy LU-3.3	Locate regionally serving land uses with immediate access to the regional transportation network that is designed to provide maximum access capabilities and permit maximum dispersal of traffic.	<b>No Conflict.</b> Access to the Project site would be provided from designated truck routes 4 <sup>th</sup> Street and 6 <sup>th</sup> Street, which are adjacent to the Project site, and proposed Street A. The roadways provide efficient access to I-15 approximately 0.5 mile east of the Project site, and I-10 approximately 0.7 mile south of the Project site.
Policy LU-3.4	Promote development that is sustainable in its use of land and that limits impacts to natural resources, energy, and air and water quality.	<b>No Conflict.</b> The Project site is currently developed with a retail building, a warehouse, building and associated facilities, including surface parking. There is ornamental landscaping throughout the site (notably the southern portion of the Project site), and the northern portion of the Project site (a former vineyard site). While the Project site does include heritage trees, which would be replaced in accordance with the City's Tree Preservation Ordinance, the Project site does not support sensitive biological resources (refer to Section 4.3). As discussed

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
		in Section 4.5, the Project would not result in inefficient, wasteful, or unnecessary consumption of energy. The Project would also have less than significant operational air quality pollutant emissions and GHG emissions based on the established thresholds of significance (refer to Section 4.2 and Section 4.7, respectively). Water quality impacts would be less than significant with adherence to applicable water quality regulations, including installation of on-site best management practices (BMPs).
Policy LU-3.5	Work toward a sustainable jobs-housing balance by accommodating a range and balance of land uses within Rancho Cucamonga.	<b>No Conflict.</b> The Project involves the development of industrial uses in an area designated for industrial development and would have a net increase in employment opportunities. San Bernardino County, which includes the City of Rancho Cucamonga, is a housing-rich area. Therefore, the Project would assist the City in balancing jobs and housing. Population and housing is further discussed in Section 4.12 of this Draft EIR.
Policy LU-3.7	Encourage new development projects to build on vacant infill sites within a built-out area, and/or redevelop previously developed properties that are underutilized.	<b>No Conflict.</b> As previously discussed under existing conditions, the approximately 91.4-gross-acre Project site includes large undeveloped area primarily consisting of the landscaped area in the southern portion of the Project site and a former vineyard area. The Project involves redevelopment of the Project site, which is currently underutilized, with two Class A high-cube warehouse buildings.
Policy LU-3.8	Implement land use patterns and policies that incorporate smart growth practices, including placement of higher densities near transit centers and along transit corridors, allowing Mixed Use development, and encouraging and accommodating pedestrian movement.	<b>No Conflict.</b> As previously discussed, the Project involves the redevelopment of the Project site, which is designated for industrial development, with two new Class A high-cube warehouse buildings. The Project site is located along truck routes and in proximity to I-15 and I-10. The Project also includes the construction of new Street A, which would provide connections to existing roadways adjacent to the Project site. These new streets would improve circulation in the area.

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
<b>Goal LU-7: Encourage diverse employment-generating land uses that are clean and modern, and that incorporate green technologies.</b>		
Policy LU-7.1	Concentrate heavy industrial and utility-related use in the area immediately surrounding the electrical power plant.	<b>No Conflict.</b> The Project does not involve heavy industrial or utility-related uses, and would involve a General Plan Amendment to change the land use designation for northern part the Project site from Heavy Industrial to General Industrial. However, as previously noted, in 2018, following the preparation of the Rancho Cucamonga General Plan (2010), the NRG Etiwanda Generating Station closed and there is no longer a need for the immediately surrounding areas to be developed with heavy industrial uses. The Project’s proposed high-cube warehouse uses are compatible with heavy industrial uses in the area and it would not preclude development of heavy industrial uses in the Southeast Focus Area, including at the NRG Etiwanda Generating Station site.
<b>COMMUNITY DESIGN</b>		
<b>Goal LU-10: Encourage sustainable landscaping and streetscape design.</b>		
Policy LU-10.1	Continue to require implementation of the City’s Water Efficiency Ordinance, which should be reviewed and updated periodically.	<b>No Conflict.</b> As discussed in Section 4.15 of this Draft EIR, the requirements of the City’s Water Efficiency Ordinance are required to be implemented with the Project.
Policy LU-10.3	Promote low water usage, and emphasize fire-safe defensible space.	<b>No Conflict.</b> The conceptual landscape plan for the Project is presented in Figure 3-13 and limits the use of high-water demand plants. In addition, the Project site is not within a high fire hazard area, and appropriate building separations would be provided consistent with the building code to promote defensible space.
<b>RESOURCE CONSERVATION</b>		
<b>Goal RC-3: Support the use of water that is both efficiently consumed and recycled to minimize waste and maximize supplies.</b>		
Policy RC-3.1	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.	<b>No Conflict.</b> As discussed in Section 4.15, the Project would be implemented in accordance with applicable regulations that require water conserving practices. This includes, but is not limited to, development of landscape plans in accordance with Chapter 17.82, Water Efficient Landscaping, of the Rancho Cucamonga Development Code. Additionally, as discussed in Section 4.7, the buildings would be designed in a compliance with the CALGreen Code, which includes requirements for water conserving plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads).
Policy RC-3.2	Encourage the conversion of water-intensive turf/landscape areas to landscaping that uses climate-	<b>No Conflict.</b> Under existing conditions, the southeast portion of the Project site consists of a landscaped area consisting primarily of turf and trees. The conceptual

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
	appropriate plants, efficient irrigation systems, and water efficient site maintenance.	landscape plan for the Project is presented in Figure 3-13 and limits the use of high-water demand plants. The final landscape plan for the Project would be developed in accordance with Chapter 17.82, Water Efficient Landscaping, of the Rancho Cucamonga Development Code, which requires efficient irrigation systems and water efficient site maintenance.
Policy RC-3.3	Support efforts to expand the recycled water distribution system and actively promote the widespread use of recycled water in Rancho Cucamonga.	<b>No Conflict.</b> As discussed in Section 4.15, there is an existing recycled water line in 6 <sup>th</sup> Street. Recycled water would be used for on-site landscape irrigation.
<b>Goal RC-4:</b> Encourage the use of energy resources that are efficiently expended and obtained from diverse and sustainable sources, in an effort to minimize greenhouse gas and other air emissions.		
Policy RC-4.1	Pursue efforts to reduce energy consumption through appropriate energy conservation and efficiency measures throughout all segments of the community.	<b>No Conflict.</b> As discussed in Section 4.5, the Project would not result in inefficient, wasteful, or unnecessary consumption of energy. The proposed buildings would replace existing buildings built in the 1980s that do not meet current energy standards. The proposed buildings would be designed in compliance with Title 24 Energy Efficiency Standards and the CALGreen Code (which the City has adopted by reference), and would therefore be more energy efficient than the existing buildings. The proposed high-cube warehouse uses do not require the use of natural gas.
Policy RC-4.3	Encourage the use of solar energy systems in homes and commercial businesses.	<b>No Conflict.</b> The roof of the proposed buildings would be designed to support the use of a photovoltaic (solar) electrical energy system.
Policy RC-4.4	Reduce operational energy requirements through sustainable and complementary land use and circulation planning. Support implementation of State mandates regarding energy consumption and greenhouse gas reduction, including AB 32 and SB 375.	<b>No Conflict.</b> As discussed in Section 4.5, the Project would not result in inefficient, wasteful, or unnecessary consumption of energy, including transportation energy. Refer to the consistency analysis presented for the RTP/SCS Goals G2, G6 and G8. As discussed above, in addition to improved vehicular circulation, the Project accommodates pedestrian and bicycle travel and transit use. Furthermore, buildings would be designed in a compliance with the CALGreen Code, which includes requirements for implementation of bicycle parking. Section 4.5 and Section 4.7 of this Draft EIR discuss these issues in greater detail.

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
<b>Goal RC-6:</b> Encourage and support green buildings in Rancho Cucamonga.		
Policy RC-6.4	Promote green practices and the use of energy saving designs and devices for new and existing buildings throughout the community. Consult with energy providers such as Southern California Edison, Southern California Gas, the Rancho Cucamonga Municipal Utility, and others to establish and coordinate energy efficiency programs that promote energy efficient design in all projects and assist residential, commercial, and industrial users.	<b>No Conflict.</b> Refer to the consistency analysis provided for policies under Goal RC-4, above. It should also be noted that the mandatory energy conservation requirements included in the 2019 Title 24 Energy Efficiency Standards and the CALGreen Code are more stringent than those in place when the General Plan was approved in 2010.
<b>Goal RC-8:</b> Protect wildlife habitats that support various plants, mammals and other wildlife species.		
Policy RC-8.5	Continue to manage and care for all trees located on City property or within City rights-of-way. Provide information to the public on correct tree pruning practices. Encourage residents to properly care for and preserve large and beautiful trees on their private property.	<b>No Conflict.</b> The Project would involve improvements to public streetscapes, including the planting of street trees along 4 <sup>th</sup> Street and 6 <sup>th</sup> Street and Street A. As discussed in Section 4.3, implementation of the Project would require the removal of most, if not all, of the trees on site, including trees that meet the requirements for heritage trees. As required, tree removal would be conducted in compliance with the City's Tree Preservation Ordinance and any conditions imposed through the tree removal permit process. Adherence to the requirements would ensure that Project implementation does not conflict with the City's tree protection policies/requirements.
<b>PUBLIC FACILITIES AND INFRASTRUCTURE</b>		
<b>Goal PF-6:</b> Provide adequate and reliable wastewater collection and treatment facilities to meet current and future needs.		
Policy PF-6.1	Continue to ensure an adequate treatment and collection system capacity for Rancho Cucamonga's wastewater that is conveyed to the Inland Empire Utilities Agency water reclamation facilities, while protecting water quality and public health and minimizing adverse impacts to the environment.	<b>No Conflict.</b> As discussed in Section 4.15, consistent with existing conditions, wastewater generated by the Project would be collected by on-site sewer lines that would connect to the existing sewer line in 4 <sup>th</sup> Street and be treated at Inland Empire Utilities Agency's (IEUA) Regional Plant No. 4. In addition, the Project would comply with applicable regulations that govern water quality and discharges to municipal systems as discussed in Section 4.9.
Policy PF-6.2	Consult with the Inland Empire Utilities Agency and the	<b>No Conflict.</b> As discussed in Section 4.15, based on review of available information from IEUA and

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
	Cucamonga Valley Water District to ensure that the treatment facility has sufficient capacity to meet future wastewater treatment needs.	consultation with Cucamonga Valley Water District (CVWD), IEUA's Regional Plant No. 4 has adequate wastewater treatment capacity to serve the Project.
<b>Goal PF-7:</b> Minimize the volume of solid waste that enters regional landfills and encourage recycling.		
Policy PF-7.1	Continue to adopt programs and practices that minimize the amount of materials entering the waste stream. Encourage recycling and composting in all sectors of the community, including recycling of construction and demolition materials, in order to divert items from entering landfills.	<b>No Conflict.</b> As discussed in Section 4.15, the City implements 40 programs to reduce solid waste generation and achieve the required amount of solid waste diversion. The Project would be served by the City's waste hauler, and would participate in solid waste management programs applicable to industrial land uses.
Policy PF-7.2	Consult with public agencies and private contractors to ensure adequate refuse collection and disposal facilities are available.	<b>No Conflict.</b> Section 4.15 discusses solid waste generation, collection and disposal, as well as the availability of landfill capacity to serve the Project. There is sufficient capacity to serve the Project's proposed industrial uses.
<b>PUBLIC HEALTH AND SAFETY</b>		
<b>Goal PS-1:</b> Plan, promote, and demonstrate a readiness to respond and reduce threats to life and property through traditional and innovative emergency services and programs.		
Policy PS-1.9	Require adequate water supply and fire flow throughout the City to meet fire demand during times of peak domestic water demand through a cooperative relationship with the Cucamonga Valley Water District.	<b>No Conflict.</b> As discussed in Section 4.15, the Project-specific Water Supply Assessment prepared for the Project was approved by the CVWD on January 26, 2021, and concludes that there would be an adequate water supply to accommodate the proposed development. No new or expanded facilities are needed, beyond the on-site infrastructure, including fire pumps, required to serve the proposed buildings.
<b>GOAL PS-3:</b> Protect City residents, businesses, and employees from the potential hazards associated with the use, storage, transport, and disposal of hazardous materials in and through Rancho Cucamonga.		
Policy PS-3.2	Identify and regulate businesses that handle hazardous materials in Rancho Cucamonga.	<b>No Conflict.</b> As discussed in Section 4.8, operation of the proposed buildings would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). There is the potential for routine use, storage, or transport of other hazardous materials; however, the precise materials are not known, as the tenants of the proposed high-cube warehouses are not yet defined. In the event that hazardous materials, other than those common materials described above, are associated with future high-cube warehouse operations, the hazardous materials would only be stored and transported to and from the building



GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
		sites. Manufacturing and other chemical processing would not occur within the proposed high-cube warehouse uses. The use and storage of hazardous materials would be conducted in compliance with existing hazardous material regulations.
<b>Goal PS-4:</b> Provide a high level of public safety services throughout Rancho Cucamonga.		
Policy PS-4.4	Promote existing crime prevention program for commercial and industrial areas.	<b>No Conflict.</b> It is anticipated that the proposed high-cube warehouse buildings would operate 24-hours per day, 7 days per week, minimizing opportunities for typical crimes associated with non-residential uses, which are typically occupied only during the day. As standard practice, the City's Project design review process also considered CPTED principles. Further, steel gates would be provided at the truck court entrances to prevent unauthorized access, and proposed lighting would comply with the City's minimum requirements for safety and security.
Policy PS-4.6	Utilize the principles of Crime Prevention Through Environmental Design (CPTED) during the review of development projects.	
<b>Goal PS-5:</b> Minimize the potential damage to structures and loss of life that may result from earthquakes and other seismic hazards.		
Policy PS-5.1	Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and developmental review process for all structures proposed for human occupancy.	<b>No Conflict.</b> As discussed in Section 4.6, a geotechnical investigation was conducted for the Project and recommendations are required to be incorporated into the final Project design.
<b>Goal PS-7:</b> Provide adequate and appropriately designed storm drainage and flood control facilities to minimize the risk of flooding.		
Policy PS-7.1	Continue to upgrade and expand the flood control system so that the community is protected from flooding.	<b>No Conflict.</b> As discussed in Section 4.9, the Project site is not located within any flood hazard areas. The Project would maintain existing drainage patterns, with stormwater runoff being directed to the storm drain system in 4 <sup>th</sup> Street. The existing storm drain system has sufficient capacity to accommodate Project site post-development.
<b>Goal PS-8:</b> Minimize the risks associated with wind hazards.		
Policy PS-8.4	Enforce contemporary dust control provisions in the City's Development Code.	<b>No Conflict.</b> As discussed in Section 4.2, of this Draft EIR, fugitive dust would be generated during construction. However, required dust control measures established by the City (pursuant to Section 17.66.060 of the Development Code), and the South Coast Air Quality Management District (SCAQMD) would be implemented during construction. Furthermore, there would be a reduction in vacant land subject to ongoing

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
		wind erosion resulting from construction and implementation of the Project.
<b>Goal PS-9:</b> Balance economic development and land use objectives in Rancho Cucamonga with the operational needs of LA/Ontario International Airport.		
Policy PS-9.3	Create an appropriate strategy to address proposed development where heights exceed FAR Part 77 standards.	<b>No Conflict.</b> Section 4.8 includes a discussion of the provisions of the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP). As identified on Figure 4.8-1, the Project site is within the FAA Height Notification Surface Zone and the southern Project site boundary is very close to the Airspace Obstruction Surface Zone. Based on the location of the Project site in relation to the airport, there is a building height limit of 159 feet. The proposed buildings would have a maximum height of 50 feet. Therefore, the Project would not require FAA notification or obstruct aircraft operations.
Policy PS-9.4	Create policies or procedures that provide flexibility regarding how prospective buyers and tenants of properties within the LA/Ontario International Airport Influence Area are informed of potential aircraft overflight impacts.	As shown on Figure 4.8-2, the Project site is located within the Overflight Notification Zone requiring real estate transaction disclosure. The Real Estate Disclosure Policy (Overflight Policy O2 of the ONT ALUCP) would apply to all development within the Project site (refer to RR 8-4).
<b>Goal PS-10:</b> Maintain good local air quality, and reduce the local contributions of airborne pollutants to the air basin.		
Policy PS-10.2	Integrate air quality planning with land use, economic development, and transportation planning.	<b>No Conflict.</b> Pollutant emissions resulting from Project operations are analyzed in Section 4.2. As identified, implementation of the Project would not result in significant levels of air pollutant emissions and no mitigation is required.
Policy PS-10.4	Require projects that generate potentially significant levels of air pollutants to incorporate the best available air quality mitigation into the project design, as appropriate.	
Policy PS-10.6	Implement the policies in the Resource Conservation Chapter that are related to energy resources, energy conservation, and green buildings.	<b>No Conflict.</b> Refer to the consistency analysis for Policy RC-4.4.
<b>Goal PS-11:</b> Reduce the volume of pollutants generated by motorized vehicles.		
Policy PS-11.1	Implement the policies in the Community Mobility Chapter to foster a healthy and sustainable community and promote	<b>No Conflict.</b> As discussed in Section 4.13, the Project does not conflict with applicable policies in the Community Mobility Chapter of the General Plan. Also, refer to the consistency analysis presented for the RTP/SCS Goals G6 and G8. As discussed, in addition to

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
	transportation choices other than the private automobile.	improved vehicular circulation, the Project accommodates pedestrian and bicycle travel, and transit use.
Policy PS-11.2	Minimize vehicle emissions by encouraging alternative land use patterns that reduce the need for automobile trips.	<b>No Conflict.</b> The Project is located along 4 <sup>th</sup> Street, within a TPA, and there are existing bus stops adjacent to the Project site, which would serve to encourage transit use by Project employees and visitors. It should also be noted that the Project would not result in significant impacts related vehicular emissions (refer to Section 4.2).
Policy PS-11.3	Support programs that increase ridesharing, reduce pollutants generated by vehicle use, and meet the transportation control measures recommended by SCAQMD in the most recent Clean Air Plan.	<b>No Conflict.</b> As discussed in Section 3.0 and Section 4.13, Project operations would be conducted in compliance with Chapter 17.78, Transportation Demand Management, of the Rancho Cucamonga Development Code, which requires the provision of amenities or programs to encourage the use of alternative modes of travel by employees; patrons; and visitors of commercial, industrial, office, and mixed-use developments to discourage single-occupancy vehicle trips (refer to RR 13-3). In addition to the provision of preferred parking and bicycle storage, and new sidewalks and bicycle lanes to assist employees in using alternative modes of travel, incentives to encourage employee usage would be provided. This would include, but not limited to carpooling encouragement, ride-matching assistance, vanpool assistance, and new employee orientation of these options.
Policy PS-11.4	Support regional and local transportation and housing programs that reduce vehicle emissions by decreasing vehicle miles traveled (VMT).	<b>No Conflict.</b> Refer to the consistency analysis for Policies PS 11.1 through PS 11.3, above. Additionally, As discussed in Section 4.13, the Project would have a less than significant impact related to VMT.
<b>Goal PS-12: Mitigate against climate change.</b>		
Policy PS-12.2	Encourage renewable energy installation, and facilitate green technology and business and a reduction in community-wide energy consumption.	<b>No Conflict.</b> Refer to the consistency analysis provided for policies under Goal RC-4, above.
Policy PS-12.3	Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation.	<b>No Conflict.</b> The Project involves an infill development, consisting of redevelopment of an underutilized site. Refer to the consistency analysis for Policy PS-11.2 and for the RTP/SCS Goals G6 and G8. In addition to improved vehicular circulation, the Project accommodates pedestrian and bicycle travel, and transit use.
Policy PS-12.4	Provide enhanced bicycling and walking infrastructure, and support	

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
	public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).	
Policy PS-12.6	Encourage efforts to reduce waste generation and re-use and support increased recycling and composting opportunities with a focus on large commercial and industrial waste producers.	<b>No Conflict.</b> Refer to the consistency analysis for Policy PF-7.1
Policy PS-12.7	Support tree planting, planting more vegetation (including native and drought-resistant planting), and preservation of open space.	<b>No Conflict.</b> As discussed in the consistency analysis for Policy RC-8.5, implementation of the Project would require the removal of on-site trees. A Tree Removal Permit is required and the conditions imposed as part of that permit, including but not limited to tree replacement, would be implemented as part of the Project. Trees would be planted on-site in parking areas and along the building perimeters and along existing and proposed streets.
<b>Goal PS-13:</b> Minimize the impacts of excessive noise levels throughout the community, and adopt appropriate noise level requirements for all land uses.		
Policy PS-13.2	Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.	<b>No Conflict.</b> The noise analysis presented in Section 4.11 addresses the operational noise impacts of the Project, including potential impacts to the West Valley Detention Center to the east from outdoor loading dock activity, truck movements, roof-top air conditioning units, and trash enclosure activity. As identified, the Project would not generate noise levels in exceedance of applicable noise standards established by the City, and would not generate substantial noise level increases. Operational noise impacts would be less than significant.
Policy PS-13.3	Consider the use of noise barriers or walls to reduce noise levels generated by ground transportation noise sources and industrial sources.	<b>No Conflict.</b> Based on the noise analysis conducted for the Project, traffic-related noise level increases along off-site roadways would be less than significant and no mitigation is required. Additionally, although operational noise impacts would be less than significant, as described in Section 3.0 of this Draft EIR, screenwalls would be provided on-site for screening purposes. These walls would also serve to reduce operational noise levels.
Policy PS-13.4	Require that acceptable noise levels are maintained near residences, schools, health care facilities, religious institutions, and other noise sensitive uses in accordance with the Development Code and	<b>No Conflict.</b> As discussed under the consistency analysis for PS-13.2, the Project would not generate noise levels at nearby receptors, including the adjacent West Valley Detention Center, that would exceed applicable noise standards in the Rancho Cucamonga Development Code and General Plan.

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
	noise standards contained in the General Plan.	
Policy PS-13.5	Limit the hours of operation at noise generating sources that are adjacent to noise-sensitive uses, wherever practical.	<b>No Conflict.</b> As discussed in Section 3.0, the specific tenants of the proposed buildings are not known; however, the buildings would be occupied by high-cube warehouse distribution operators, and the Project is assumed to be operational 24 hours per day, seven days per week. The buildings are designed such that business operations would be conducted within the enclosed buildings, with the exception of traffic movement and parking. These operational characteristics were taken into consideration as part of the noise analysis conducted for the Project. As identified previously, operational noise impacts would be less than significant.
Policy PS-13.6  Policy PS-13.7	Implement appropriate standard construction noise controls for all construction projects.  Require all exterior noise sources (construction operations, air compressors, pumps, fans, and leaf blowers) to use available noise suppression devices and techniques to bring exterior noise levels down to acceptable levels.	<b>No Conflict.</b> Based on the construction-related noise analysis presented in Section 4.11, construction noise levels at the noise sensitive West Valley Detention Center property line to the east would exceed the Rancho Cucamonga construction noise level standard 65 dBA Leq, representing a potentially significant impact for which mitigation is required. With implementation of identified mitigation measures, which require a temporary noise barrier along the Project site boundary with the West Valley Detention Center (MM 11-1), and use of mufflers on construction equipment and ensuring that noise emitted from construction equipment is directed away from sensitive receptors (MM 11-2), construction-related noise impacts would be less than significant.

**Development Code**

The Project involves a Zoning Map Amendment to change the zoning in the northern portion of the Project site from Heavy Industrial to General Industrial for consistent zoning across the Project site, and a uniform set of development standards to follow. The Project would retain the current zoning for the southern portion of the Project site. The City allows zoning map amendments when the amendment is consistent with the General Plan goals, policies, and implementation programs. As discussed above, the Project would not conflict with the General Plan goals, policies and implementation programs.

As part of the Project approval, the site, architectural and landscape plans for the Project are subject to review by the City for compliance with applicable development standards in the Development Code. As assessment of the Project’s consistency with established development standards for industrial land uses is presented in Table 4.1-1, Development Standards Consistency Analysis, in Section 4.1 of this Draft EIR. As identified, the Project would not conflict with the established development standards.

With approval of the proposed Zoning Map Amendment, the Project would not conflict with the Rancho Cucamonga Development Code.

### 3. *City of Ontario*

The Project site is not located in the City of Ontario, but it is located immediately north of the Ontario City limits (adjacent to the Project site, 4<sup>th</sup> Street forms the boundary between Rancho Cucamonga and Ontario). Since the goals, policies, and development standards of The Ontario Plan, the Ontario Development Code, and the Crossroads Business Park Specific Plan do not apply to the site, no conflict with these documents would occur with the Project. However, the Crossroads Business Park Specific Plan designates the Specific Plan area, which is south of the Project site, with Light Industrial land uses to provide for the development of one to two story light industrial buildings incorporating such use types as manufacturing, research and development, and multi-tenant industrial. The proposed high-cube warehouse buildings would not conflict with the Crossroads Business Park Specific Plan.

**Impact 10.2** Implementation of the Project would not result in conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur.

#### 4.10.5 CUMULATIVE IMPACTS

Section 4.10.7, Cumulative Impacts (Land Use and Planning), of the Rancho Cucamonga General Plan EIR concludes that no significant cumulative adverse impacts on land use and planning are expected from the 2010 General Plan Update and/or from future development and redevelopment in San Bernardino County. The 2010 General Plan Update would not divide established communities or result in the introduction of incompatible uses in the area, provided compliance with the City's development standards and applicable regulations. (Rancho Cucamonga, 2010b)

Consistent with this conclusion and as discussed in this section, the Project would not conflict with local or regional land use plans, policies and regulations, and would not result in a significant impact on land use and planning. The land use character and overall density of the Project are consistent with that anticipated by the General Plan for the Southeast Focus Area, and would be compatible with surrounding industrial uses. Cumulative development projects would be reviewed for consistency with adopted land use plans, policies and regulations by the City of Rancho Cucamonga (including General Plan policies and City Development Code requirements), and adjacent jurisdictions, in accordance with the requirements of CEQA, the state Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development.

Through these requirements, future development would be consistent with adopted goals and polices, would be in compliance with applicable regulations, and would be compatible with existing land uses. Even if the cumulative impact of these projects would be significant, the Project's contribution to such cumulative land use impacts is less than significant and is thus not cumulatively considerable because (1) the proposed development would not change the type or amount of development anticipated by the

Rancho Cucamonga General Plan; and, (2) the Project does not conflict with adopted goals and policies as identified through the analysis presented in this section.

#### 4.10.6 MITIGATION MEASURES

Project impacts are less than significant and no mitigation is required.

#### 4.10.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts related to land use and planning would be less than significant.

#### 4.10.8 REFERENCES

California Office of Planning and Research (OPR). 2017. *State of California General Plan Guidelines*. Available at: [http://www.opr.ca.gov/docs/OPR\\_COMPLETE\\_7.31.17.pdf](http://www.opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf)

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- . 2020b. *Connect SoCal (The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments)*. Available: <https://www.connectsocial.org/Documents/Adopted/fConnectSoCal-Plan.pdf>

## 4.11 NOISE

This section identifies and evaluates the Project's potential to result in adverse effects associated with noise and vibration during construction and operation. Information in this section is primarily based on the following Noise Impact Analysis (Noise Impact Analysis) technical report. Refer to Section 4.11.9, References, for a complete list of references.

- *Bridge Point Rancho Cucamonga Noise Impact Analysis, City of Rancho Cucamonga*, prepared by Urban Crossroads, Inc. (April 15, 2021), and included in Appendix K1 of this Draft EIR. (Urban Crossroads, 2021a)

There were no Notice of Preparation (NOP) comment letters received related to noise.

### 4.11.1 NOISE AND VIBRATION FUNDAMENTALS AND TERMINOLOGY

Detailed information about the fundamentals of noise and vibration, and associated terminology is presented in Section 2 of the Noise Impact Analysis included in Appendix K of this Draft EIR; this information is summarized herein.

#### A. Noise

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort.

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used figure is the equivalent level ( $L_{eq}$ ). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in dBA. The  $L_{eq}$  represents a steady state sound level containing the same total energy as a time varying signal over a given sample period (typically one hour) and is commonly used to describe the "average" noise levels within the

environment. The City of Rancho Cucamonga relies on the percentile noise levels<sup>1</sup> to describe the stationary source noise level limits with respect to residentially-zoned properties and sensitive uses (collectively termed “sensitive receivers”).

Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level, is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA  $L_{eq}$  sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA  $L_{eq}$  sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Rancho Cucamonga relies on the 24-hour CNEL level to assess land use compatibility with transportation-related noise sources.

The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source, and at a rate of 3 dB for each doubling of distance from a line source. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source.

To account for the ground-effect attenuation (absorption), two types of site conditions are commonly used in noise prediction: soft-site and hard-site conditions. Hard sites (i.e., sites with a reflective surface between the source and the receiver, such as parking lots or smooth bodies of water) receive no excess ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. Soft sites are sites that have an absorptive ground surface (e.g., soft dirt, grass, or scattered bushes and trees) and receive an excess ground attenuation value of 1.5 dBA per doubling of distance.

Community responses to noise vary depending upon everyone’s susceptibility to noise and personal attitudes about noise. Despite this variability in behavior on an individual level, a change of 1 dBA is considered just perceptible, a change of 3 dBA is considered barely perceptible, a change of 5 dBA is considered readily perceptible, and a change of 10 dBA is considered twice as loud.

## **B.     Vibration**

The Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment Manual*, provides technical guidance for predicting and assessing noise and vibration impacts. According to the FTA, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include

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<sup>1</sup> The percentile noise descriptors are the noise levels equaled or exceeded during 50%, 25%, 8%, and 2% of a stated time. Sound levels associated with the  $L_2$  and  $L_8$  typically describe transient or short-term events, while levels associated with the  $L_{50}$  describe the steady state (or median) noise conditions.

natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Decibel notation (VdB) is commonly used to measure root mean square (RMS)<sup>2</sup>.

Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

#### **4.11.2 RELEVANT POLICIES AND REGULATIONS**

##### **A. State Regulations**

###### **1. *Green Building Standards Code***

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Standards Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies must be at least 50. For those developments in areas where noise contours are not readily available and the noise level exceeds 65 dBA  $L_{eq}$  for any hour of operation, a wall and roof-ceiling combined STC rating of 45, and exterior windows with a minimum STC rating of 40 are required (Section 5.507.4.1). (BSC, n.d.)

###### **2. *OPR General Plan Guidelines***

Though not adopted by law, the 2017 California General Plan Guidelines, published by the California Governor's Office of Planning and Research (OPR), provides guidance for local agencies in preparing or updating General Plans. The Guidelines provide direction on the required Noise Element portion of the General Plans. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. Local governments must "analyze and quantify" noise levels and the extent of noise exposure through actual measurement or the use of noise modeling. Technical data relating to

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<sup>2</sup> The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS).

mobile and point sources must be collected and synthesized into a set of noise control policies and programs that “minimizes the exposure of community residents to excessive noise.” Noise level contours must be mapped and the conclusions of the element used as a basis for land use decisions. The element must include implementation measures and possible solutions to existing and foreseeable noise problems. Furthermore, the policies and standards must be sufficient to serve as a guideline for compliance with sound transmission control requirements. The noise element directly correlates to the Land Use, Circulation, and Housing Elements. The Noise Element must be used to guide decisions concerning land use and the location of new roads and transit facilities since these are common sources of excessive noise levels. The noise levels from existing land uses, including mining, agricultural, and industrial activities, must be closely analyzed to ensure compatibility, especially where residential and other sensitive receptors have encroached into areas previously occupied by these uses. (OPR, 2017)

## **B. Regional Regulations**

### **1. Airport Land Use Compatibility**

The Project site is located approximately 3 miles northeast of the Ontario International Airport (ONT). This places the Project site within the ONT Airport Influence Area (AIA) according to Policy Map 2-1 of the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP). The ONT ALUCP was amended July 2018 to promote compatibility between the airport and the land uses that surround it. Since the Project site is located within the ONT Airport Influence Area, the Project is subject to the Noise Criteria established by Table 2-3 of the ONT ALUCP. As shown on Exhibit 3-B of the Project’s Noise Impact Analysis (Appendix K1 of this Draft EIR), the Project site is located within the ONT AIA but outside the 60 dBA CNEL airport noise impact zone consistent with Policy Map 2-3. According to Table 2-3 of the ONT ALUCP, industrial land uses located outside the 60 dBA CNEL noise level contours for the ONT, such as the Project, are considered normally compatible land use. For normally compatible land use, either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor CNEL.

## **C. Local Regulations**

### **1. City of Rancho Cucamonga Public Health and Safety Element**

The City of Rancho Cucamonga has adopted a Public Health and Safety Element of the General Plan to, among other purposes, minimize noise impacts on the community and to coordinate with surrounding jurisdictions and other entities regarding noise control. The Public Health and Safety Element identifies noise-sensitive land uses and establishes compatibility guidelines for land use and noise. In addition, the Public Health and Safety Element identifies goals and policies to minimize the impacts of excessive noise levels throughout the community. The noise-related Public Health and Safety Element goals are as follows:

*PS-13: Minimize the impacts of excessive noise levels throughout the community and adopt appropriate noise level requirements for all land uses.*

*PS-14: Minimize the impacts of transportation-related noise.*

The noise criteria identified in the City of Rancho Cucamonga Public Health and Safety Element (Figure PS-8) are guidelines to evaluate the land use compatibility of transportation-related noise. The compatibility criteria, which also are shown on Exhibit 3-A of the Project's Noise Impact Analysis (Appendix K1 of this Draft EIR), provides the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. The Noise Compatibility Matrix describes categories of compatibility and not specific noise standards. The Project entails an industrial (high-cube warehouse) land use which is considered normally acceptable with exterior noise levels of up to 75 dBA CNEL and considered conditionally acceptable with exterior noise levels approaching 80 dBA CNEL. For conditionally acceptable exterior noise levels, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features are included in the design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice.

## 2. *City of Rancho Cucamonga Development Code*

### Operational Noise Standards

To analyze noise impacts originating from a designated fixed location or private property such as the Project, operational source noise such as the expected outdoor loading dock activity, truck movements, roof-top air conditioning units, and trash enclosure activity are evaluated against standards established in the Development Code (Chapter 17 of the City's Municipal Code).

The City of Rancho Cucamonga Development Code, Chapter 17.66, *Performance Standards*, Section 17.66.050, *Noise Standards*, contains the base exterior and interior noise level limits for residential (Noise Zone 1) and exterior noise level limits for all commercial (Noise Zone 2) land uses, as shown on Table 4.11-1, Operational Noise Standards. To control unnecessary, excessive, and annoying noise, the City of Rancho Cucamonga Municipal Code, Section 17.66.050(C)(1) identifies the following operational exterior noise level limits. It shall be unlawful for any person at any location within the city to create any noise or allow the creation of any noise on the property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured on the property line of any other property to exceed the basic noise level as adjusted below:

- 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 ten minutes in any one hour; or
- c. Basic noise level plus 14 dBA for a cumulative period of not more than five minutes in any one hour; or
- d. Basic noise level plus 15 dBA at any time.

**Table 4.11-1 Operational Noise Standards**

Receiving Land Use	Time Period	Exterior Noise Standards (dBA) <sup>1</sup>			
		L <sub>25</sub> (15 mins)	L <sub>17</sub> (10 mins)	L <sub>8</sub> (5 mins)	L <sub>max</sub> (0 min)
Residential (Noise Zone 1)	Daytime	65	70	79	80
	Nighttime	60	65	74	75
All Commercial (Noise Zone 2)	Daytime	70	_ <sup>2</sup>	_ <sup>2</sup>	_ <sup>2</sup>
	Nighttime	65	_ <sup>2</sup>	_ <sup>2</sup>	_ <sup>2</sup>

<sup>1</sup> City of Rancho Cucamonga Development Code, Section 17.66.050 Noise Standards (Appendix 3.1 to the Project's Noise Impact Analysis, included as Appendix K1 of this Draft EIR).

<sup>2</sup> No base noise level adjustments are identified in Section 17.66.050[G] for commercial land use.

The percent noise level is the level exceeded "n" percent of the time during the measurement period. L<sub>25</sub> is the noise level exceeded 25% of the time. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

(Urban Crossroads, 2021a, Table 3-1)

Table 17.66.050-1, *Residential Noise Limits*, of the Development Code identifies a daytime (7:00 a.m. to 10:00 p.m.) base exterior noise level standard of 65 dBA, and a nighttime (10:00 p.m. to 7:00 a.m.) base exterior noise level standard of 60 dBA for residential land uses. In addition, Table 17.66.050-1 identifies a daytime base interior noise level standard of 50 dBA and a nighttime base interior noise level standard of 45 dBA for residential land uses. However, since typical building construction provides a minimum 25 dBA noise reduction with "windows closed," project-related noise levels that comply with the exterior noise level limits generally satisfy the interior noise level limits. Section 17.66.050(G) identifies a daytime (7:00 a.m. to 10:00 p.m.) base exterior noise level standard of 70 dBA, and a nighttime (10:00 p.m. to 7:00 a.m.) base exterior noise level standard of 65 dBA for commercial and office properties. No base noise level adjustments or interior noise levels standards are identified in Section 17.66.050(G) for industrial properties.

Section 17.66.110(A)(2) outlines the Class B performance standards for industrial activities within the General Industrial zoning district. The performance standards are designed to protect uses on adjoining sites from effects which could adversely affect their functional and economic viability. According to Table 17.66.110 of the Development Code, project-related exterior operational noise levels from Class B General Industrial uses shall not exceed 80 dBA anywhere on the lot or 65 dBA at the residential property line. Noise caused by motors vehicles and trains is exempted from this standard. The residential property line performance standard applies to the property line of any noise-sensitive land use. For purposes of the Project analysis, this includes the West Valley Detention Center east of the Project site. The City of Rancho Cucamonga Development Code Performance Standards for noise are shown on Table 4.11-1.

The City of Rancho Cucamonga percentile noise descriptors are provided to ensure that the duration of the noise source is fully considered. However, due to the relatively constant intensity of the Project operational activities, the L<sub>25</sub> (base exterior noise level limit) or the average L<sub>eq</sub> noise level metrics best describes the outdoor loading dock activity, truck movements, roof-top air conditioning units, and trash enclosure activity. The L<sub>eq</sub> noise level metric accounts for noise fluctuations over time by averaging the louder and quieter events and giving more weight to the louder events. In addition, a review of the



existing ambient noise level measurements shows that the  $L_{eq}$  is generally greater than or equal to the  $L_{25}$ . Therefore, the Project’s Noise Impact Analysis (Appendix K1 of this Draft EIR) conservatively relies on the average  $L_{eq}$  sound level limits to describe the Project operational noise levels.

Construction Noise Standards

To control noise impacts associated with the construction of the proposed Project the City of Rancho Cucamonga has established limits to the hours of construction and noise levels. According to Section 17.66.050(D)(4) of the City of Rancho Cucamonga Development Code, noise sources associated with, or vibration created by, construction, repair, remodeling, or grading of any real property or during authorized seismic surveys are exempt from the provisions of the noise standards, 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 that noise levels created do not exceed the base noise level 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 any day, including Saturday and Sunday, and provided noise levels created do not exceed the standards of 70 dBA at the adjacent property line.

If a project demonstrates compliance with the standards for both types of uses, the construction noise level impacts are considered exempt from the noise standards. The City of Rancho Cucamonga Development Code Noise Standards for construction activities are shown on Table 4.11-2, Construction Noise Standards.

**Table 4.11-2 Construction Noise Standards**

City	Receiving Land Use	Permitted Hours of Construction Activity	Construction Noise Level Standard (dBA $L_{eq}$ ) <sup>2</sup>
Rancho Cucamonga <sup>1</sup>	Residential, School, & Church	7:00 a.m. to 8:00 p.m. Monday to Saturday; no activity on Sundays or national holidays	65
	Commercial or Industrial	6:00 a.m. to 10:00 p.m. Monday to Saturday; no activity on Sundays or national holidays	70

<sup>1</sup> City of Rancho Cucamonga Development Code, Section 17.66.050(D)(4), Special Exclusions.

<sup>2</sup> When measured at the adjacent property line.

(Urban Crossroads, 2021a, Table 3-2)

### Construction Vibration Standards

The City of Rancho Cucamonga Development Code, Section 17.66.070, identifies the City's vibration standards. However, Section 17.66.070(D) indicates that vibrations from temporary construction/demolition and vehicles that leave the subject parcel (e.g., trucks, trains, and aircraft) are exempt from the provisions of this section. Therefore, according to Section 17.66.070(D) construction/demolition and vehicle vibration activity associated with construction activity is considered exempt from the vibration standards of the City of Rancho Cucamonga. In addition to Development Code Section 17.66.070(D), the City of Rancho Cucamonga has identified vibration performance standards for Class B industrial activities within Section 17.66.110(A)(2). According to Table 17.66.110, all uses shall be operated so as not to generate vibration discernible without instruments by the average persons beyond the lot upon which the source is located. Vibration caused by motor vehicles, trains, and temporary construction or demolition is exempted from this standard.

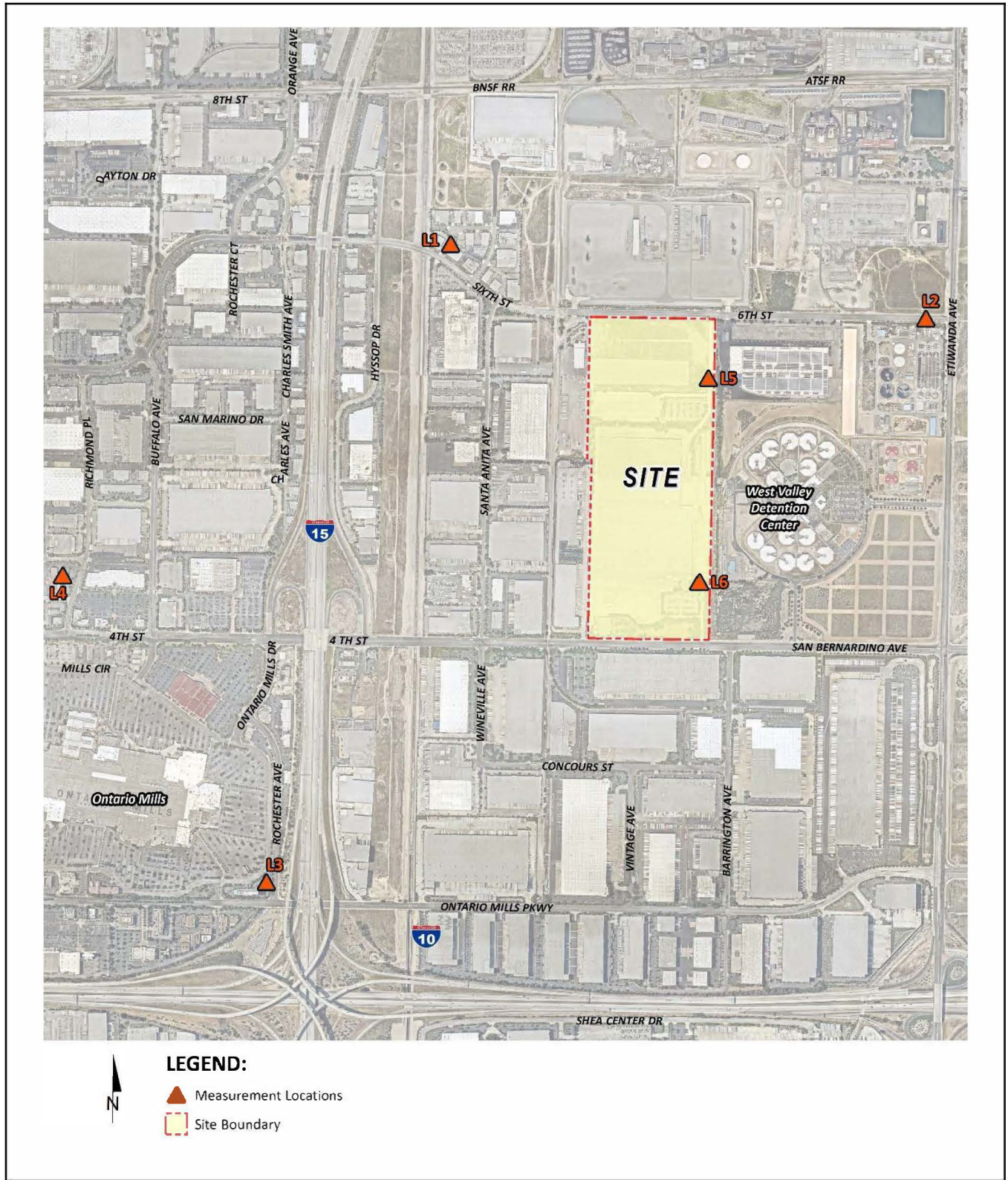
Since the City of Rancho Cucamonga does not identify specific construction vibration level limits, the analysis herein relies on the FTA methodology for the purpose of analyzing construction vibration impacts from the proposed project. The FTA's *Transit Noise and Vibration Impact Assessment Manual* general vibration assessment methodology provides guidelines for the maximum-acceptable infrequent event vibration criteria for different types of land uses. These guidelines allow 90 VdB for industrial use, 84 VdB for office use, and 78 VdB for daytime residential uses and 72 VdB for nighttime uses in buildings where people normally sleep.

#### **4.11.3 EXISTING SETTING**

##### **A. Existing Noise Levels**

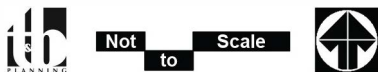
To assess the existing noise level environment, 24-hour noise level measurements were taken at four locations in the Project vicinity on Wednesday, April 22, 2020 and Tuesday, September 29, 2020. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Figure 4.11-1, Noise Measurement Locations, depicts the noise level measurement locations. Table 4.11-3, 24-Hour Ambient Noise Level Measurements, identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. The noise measurements represent background ambient noise conditions during the mandatory State of California stay at home orders due to the Covid-19 pandemic. Based on a comparison of noise level measurements taken in December 2019, there was an estimated a 2.5 dBA  $L_{eq}$  reduction in noise levels due to the stay-at-home order. Therefore, the noise levels presented in Table 4.11-3 conservatively overstate the relative project noise level increases to compensate for the lower ambient noise level measurements. As shown in Table 4.11-3, average daytime noise levels in the study area range from 53.5 dBA  $L_{eq}$  to 64.5 dBA  $L_{eq}$ , while average nighttime noise levels in the study area range from 54.6 dBA  $L_{eq}$  to 62.7 dBA  $L_{eq}$ .

Noise contours also were developed to assess existing noise levels along roadways that would be used by Project-generated traffic. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. The noise contours do not consider the effect



Source(s): Urban Crossroads (01-26-2021)

Figure 4.11-1



Not to Scale

**Noise Measurement Locations**

**Table 4.11-3 24-Hour Ambient Noise Level Measurements**

Location <sup>1</sup>	Receiving Use	Description	Noise Level (dBA Leq) <sup>2</sup>		CNEL
			Daytime	Nighttime	
L1	Church	Located northwest of the Project site near 6 <sup>th</sup> Street by the JKI Miracle Center   Christian Church at 12120 6 <sup>th</sup> Street.	59.6	56.1	63.6
L2	Utility	Located east of the Project site on 6 <sup>th</sup> Street by Chino Basin Municipal at 12811 6 <sup>th</sup> Street.	59.7	61.3	67.6
L3	Hotel	Located southwest of the Project site by Rochester Avenue near Hyatt Place Ontario at 4760 E Mills Circle.	64.5	62.7	69.6
L4	Hotel	Located west of the Project site by the Courtyard by Marriott Ontario 11525 Mission Vista Drive.	53.7	56.8	63.0
L5	Detention Center	Located near northeastern boundary of the Project site near the West Valley Detention Center at 9500 Etiwanda Avenue.	55.6	61.2	67.2
L6	Detention Center	Located near the southeastern boundary of the Project site by the West Valley Detention Center at 9500 Etiwanda Avenue.	53.5	54.6	61.1

<sup>1</sup> See Figure 4.11-1 for the noise level measurement locations.

<sup>2</sup> Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

(Urban Crossroads, 2021a, Table 4-1)

of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources. Estimated existing traffic noise levels on roads that would be used by Project-generated traffic are shown in Table 4.11-4, Existing Traffic-Related Noise Contours Without Project Traffic.

**Table 4.11-4 Existing Traffic-Related Noise Contours Without Project Traffic**

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Etiwanda Av.	s/o Foothill Bl.	Sensitive	74.8	105	225	485
2	Etiwanda Av.	s/o Whittram Av.	Non-Sensitive	76.0	126	271	584
3	Etiwanda Av.	s/o San Bernardino Av.	Non-Sensitive	76.0	150	323	697
4	Foothill Bl.	w/o Etiwanda Av.	Non-Sensitive	77.5	189	408	879
5	6 <sup>th</sup> St.	w/o Etiwanda Av.	Non-Sensitive	58.4	RW	RW	RW
6	4 <sup>th</sup> St.	e/o I-15 NB Ramps	Non-Sensitive	76.1	154	332	715
7	4 <sup>th</sup> St.	w/o Etiwanda Av.	Sensitive	76.3	157	339	730
8	Street A	s/o Dwy. 8	Sensitive	n/a	n/a	n/a	n/a

<sup>1</sup> Noise sensitive uses limited to noise sensitive residential land uses and the West Valley Detention Center.

<sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

"n/a"= Street A does not exist for the without project conditions

(Urban Crossroads, 2021a, Table 8-1)

## **B. Sensitive Receivers**

Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, recreation areas or buildings where people normally sleep. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

To assess the potential for long-term operational and short-term construction noise impacts, four sensitive receiver locations, as shown on Figure 4.11-2, Sensitive Receiver Locations, were identified as representative locations for analysis, and are described below. Although the nearby West Valley Detention Center is a temporary holding facility, there are beds at this facility for temporary stays. Therefore, as a conservative measure, the individuals held at the West Valley Detention Center are considered sensitive receptors for the purposes of the Project's noise analysis. In addition to the West Valley Detention Center, a church, and temporary visitors at the Hyatt Place and Courtyard by Marriott Hotels are considered as noise sensitive receivers. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

- R1: Location R1 represents the noise-sensitive JKI Miracle Center/Christian Church at 12120 6<sup>th</sup> Street, approximately 1,658 feet northwest of the Project site. Receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the noise-sensitive West Valley Detention Center at 9500 Etiwanda Avenue, approximately 364 feet east of the Project site. Receiver R2 is placed at the building façade. Two 24-hour noise measurements were taken near this location, L5 and L6, to describe the existing ambient noise environment.
- R3: Location R3 represents the noise-sensitive Hyatt Place Ontario at 4760 East Mills Circle, approximately 4,167 feet southwest of the Project site. Receiver R3 is placed at the building façade. A 24-hour noise measurement near this location, L3, is used to describe the existing ambient noise environment.
- R4: Location R4 represents the noise-sensitive Courtyard by Marriott Ontario at 11525 Mission Vista Drive, approximately 5,321 feet west of the Project site. R4 is placed at the building façade. A 24-hour noise measurement near this location, L4, is used to describe the existing ambient noise environment.





**LEGEND:**



Site Boundary

Receiver Locations

Distance from receiver to Project site boundary (in feet)

Source(s): Urban Crossroads (01-26-2021)

Figure 4.11-2



Not to Scale



**Sensitive Receiver Locations**

#### 4.11.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact due to noise or vibration if it will:

- a) Result in the generation of 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.
- b) Result in the generation of excessive groundborne vibration or groundborne noise levels.
- c) 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.

While the Rancho Cucamonga General Plan provides direction on noise compatibility, and the Rancho Cucamonga Development Code establishes noise standards by land use type that are sufficient to assess the significance of noise impacts, they do not define the levels at which increases project related off-site traffic and operational noise levels are considered substantial. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding human reactions of annoyance and dissatisfaction, primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an effective way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted – the so-called ambient environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged.

The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. For this analysis a readily perceptible 5 dBA or greater Project-related noise level increase is considered a significant impact when the existing noise levels are below 60 dBA. In areas where the without Project noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. Table 4.11-5, Significance of Noise Impacts at Noise-Sensitive Receivers, provides a summary of the potential noise impact significance criteria, based on guidance from FICON.

The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without Project noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific



**Table 4.11-5 Significance of Noise Impacts at Noise-Sensitive Receivers**

Without Project Noise Level	Potential Significant Impact
< 60 dBA	5 dBA or more
60 - 65 dBA	3 dBA or more
> 65 dBA	1.5 dBA or more

Federal Interagency Committee on Noise (FICON), 1992.  
 (Urban Crossroads, 2021a, Table 6-1)

levels are based on typical responses to noise level increases of 5 dBA or readily perceptible, 3 dBA or barely perceptible, and 1.5 dBA depending on the underlying without Project noise levels for noise-sensitive uses. These levels of increases and their perceived acceptance are consistent with guidance provided by both the Federal Highway Administration and Caltrans.

Provided below is a summary of the significance criteria used to evaluate Project-related noise impacts, which is based on the noise standards utilized in the City of Rancho Cucamonga.

**A. Off-Site Traffic Noise Thresholds of Significance**

Project-related off-site traffic noise impacts shall be considered significant if any of the following occur as a direct result of the Project:

- When the noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.):
  - are less than 60 dBA CNEL and the Project creates a 5 dBA CNEL or greater Project-related noise level increase: or
  - range from 60 to 65 dBA CNEL and the Project creates a 3 dBA CNEL or greater Project-related noise level increase: or
  - are greater than 65 dBA CNEL, and the Project creates a community noise level increase of greater than 1.5 dBA CNEL.
- When the noise levels at existing and future non-noise-sensitive land uses (e.g., office, commercial, industrial):
  - are less than the City of Rancho Cucamonga General Plan Public Health and Safety Element, Figure PS-8, normally acceptable 70 dBA CNEL and the Project creates a readily perceptible 5 dBA CNEL or greater Project related noise level increase; or
  - are greater than the City of Rancho Cucamonga General Plan Public Health and Safety Element, Figure PS-8, normally acceptable 70 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater Project noise level increase.

**B. Operational Noise Thresholds of Significance**

Project-related operational noise impacts shall be considered significant if any of the following occur as a direct result of the Project:

- If Project-related operational (stationary-source) noise levels exceed the exterior 65 dBA Leq daytime or 60 dBA Leq nighttime noise level standards at nearby noise sensitive residential receiver locations (Rancho Cucamonga Development Code, Section 17.66.050).
- If Project-related operational (stationary-source) noise levels exceed the exterior 70 dBA Leq daytime or 65 dBA Leq nighttime noise level standards at nearby commercial and office receiver locations (Rancho Cucamonga Development Code, Section 17.66.050[G]).
- If Project-related operational (stationary-source) noise levels exceed the Class B General Industrial uses of 65 dBA at the residential property line. The general industrial land use performance standard applies to the property line of any noise sensitive land use including the nearby West Valley Detention Center (Rancho Cucamonga Development Code, Table 17.66.110).
- If the existing ambient noise levels at the nearby noise-sensitive receivers near the Project site:
  - are less than 60 dBA Leq and the Project creates a readily perceptible 5 dBA Leq or greater Project-related noise level increase: or
  - range from 60 to 65 dBA Leq and the Project creates a barely perceptible 3 dBA Leq or greater Project-related noise level increase: or
  - already exceed 65 dBA Leq, and the Project creates a community noise level increase of greater than 1.5 dBA Leq (FICON, 1992).

**C. Construction Noise Thresholds of Significance**

Project-related construction noise impacts shall be considered significant if any of the following occur as a direct result of the Project:

- If Project-related construction activities adjacent to a residential land use, school, church or similar type of use occur 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 the noise levels created exceed the base noise level standard of 65 dBA when measured at the adjacent property line (Rancho Cucamonga Development Code, Section 17.66.050 [D][4][a]).
- If Project-related construction activities adjacent to a commercial or industrial use, occur between the hours of 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, and the noise levels created exceed the standards of 70 dBA at the adjacent property line (Rancho Cucamonga Development Code, Section 17.66.050 [D][4][b]).

**D. Construction Vibration Thresholds of Significance**

Project-related construction vibration impacts shall be considered significant if any of the following occur as a direct result of the proposed Project:

- If Project-related construction activities create vibration levels which exceed the FTA guidelines for the maximum-acceptable vibration criteria of 90 VdB for industrial (workshop)

use, 84 VdB for office use, 78 VdB for daytime residential uses, or 72 VdB for nighttime residential uses in buildings where people normally sleep.

#### 4.11.5 ENVIRONMENTAL IMPACTS

***Threshold 11.1 Would the Project result in the generation of 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?***

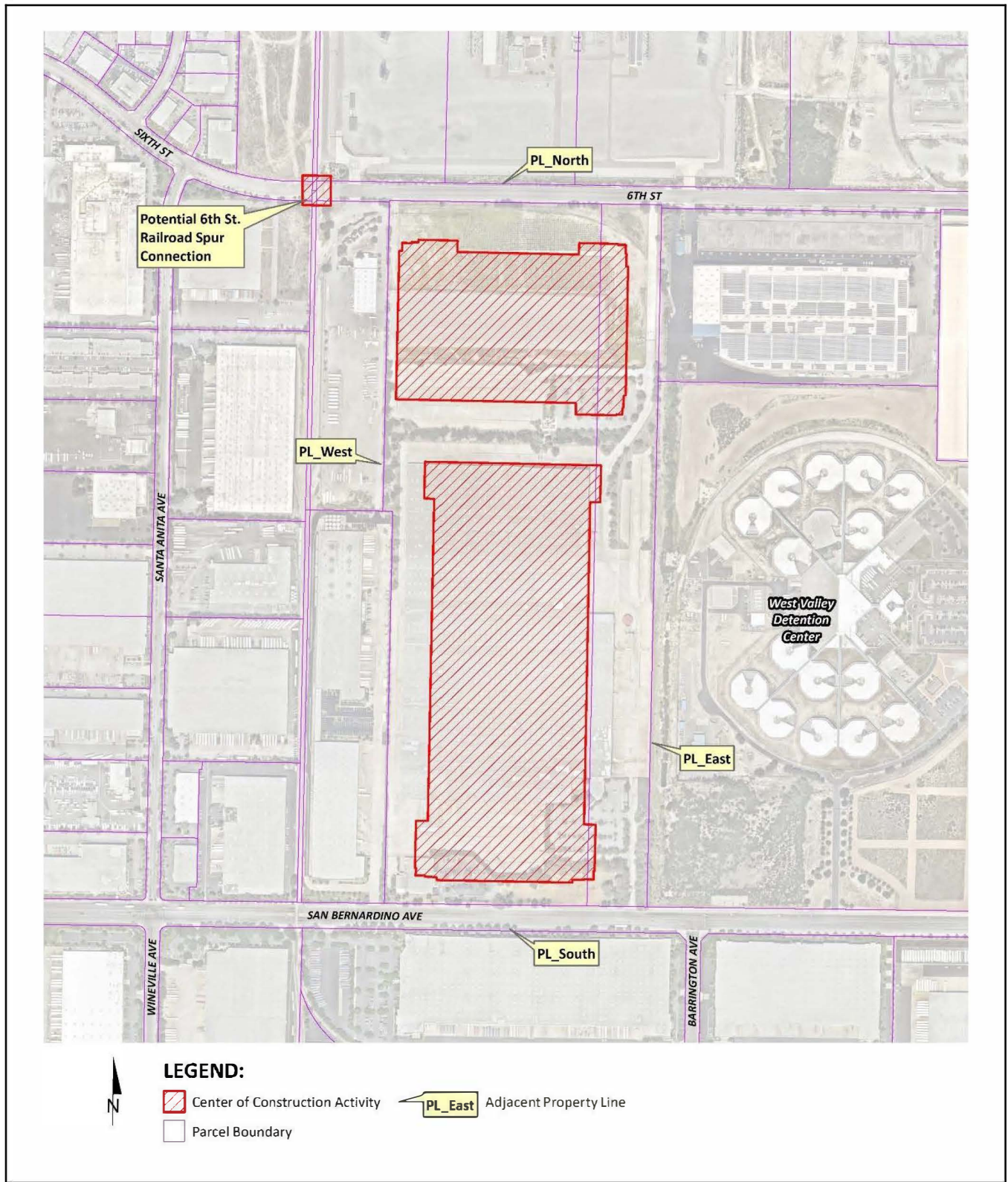
The proposed Project has the potential to result in a substantial temporary or permanent increase in ambient noise levels during construction of the proposed Project, during long-term site operations, and due to Project-related traffic. Each is discussed below.

##### 1. Short-Term Construction-Related Noise Impacts

Noise generated by the Project construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators operating simultaneously that when combined can reach high levels. No pile driving is expected as part of the Project construction activities. Figure 4.11-3, Typical Construction Noise Source Locations, shows the construction noise source locations including the potential 6<sup>th</sup> Street railroad spur crossing connection, in relation to the nearest sensitive receiver locations. The number and mix of construction equipment are expected to occur in the following stages: demolition; grading; utilities/infrastructure; paving; and building construction/architectural coating. Construction noise generated from concrete crushing activities and nighttime concrete pours are addressed separately, below.

The Project's construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc. to describe the typical construction activity noise levels for each stage of Project construction. The construction reference noise level measurements represent a list of typical construction activity noise levels with multiple pieces of equipment operating simultaneously to conservatively estimate Project construction noise levels. Table 10-1 of the Project's Noise Impact Analysis (Appendix K1 of this Draft EIR) provides a summary of the construction reference noise level measurements.

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts with multiple pieces of equipment operating simultaneously at the nearest sensitive receiver locations were completed. The reference noise level measurements were collected from existing construction operations with similar equipment as those expected with the Project. While the construction size, scope of work, and ambient noise levels varies for each of the reference noise level measurements, each piece of construction equipment fully represents the expected noise levels for each activity. The construction noise analysis does not rely on any one reference noise level to fully describe the potential impacts. Rather, a combination of individual construction noise level measurements is used to describe typical activities for each stage of construction. As shown on Table 4.11-6, Unmitigated Typical Construction Equipment Noise Level Summary, the unmitigated construction noise levels are expected to range from 66.4 to 68.9 dBA Leq



Source(s): Urban Crossroads (01-26-2021)

Figure 4.11-3



Typical Construction Noise Source Locations

**Table 4.11-6 Unmitigated Typical Construction Equipment Noise Level Summary**

Adjacent Property Line <sup>1</sup>	Unmitigated Construction Noise Levels (dBA L <sub>eq</sub> )					Highest Levels <sup>2</sup>
	Demolition	Grading	Utilities/ Infrastructure	Paving	Building Construction/ Arch. Coating	
North	66.4	64.6	62.7	62.3	58.6	66.4
South	66.9	65.1	63.2	62.8	59.1	66.9
East	67.6	65.8	63.9	63.5	59.8	67.6
West	68.9	67.1	65.2	64.8	61.1	68.9

<sup>1</sup> Adjacent property line as shown on Figure 4.11-3.

<sup>2</sup> Construction noise level calculations based on distance from the center of project construction activity to the property line of adjacent uses. The unmitigated CadnaA construction noise model inputs are included in Appendix 10.1 of the Project’s Noise Impact Analysis (Appendix K1 of this Draft EIR).

(Urban Crossroads, 2021a, Table 10-2)

at the parcel boundary of adjacent uses. Appendix 10.1 of the Project’s Noise Impact Analysis (Appendix K1 of this Draft EIR) includes the unmitigated typical construction CadnaA noise model calculations.

To demonstrate compliance with local noise regulations, the Project-only construction noise levels are evaluated against exterior noise level thresholds established by Section 17.66.050(D)(4) of the City of Rancho Cucamonga Development at the adjacent property line. As shown on Table 4.11-7, Unmitigated Typical Construction Noise Level Compliance, the estimated construction noise levels at the adjacent industrial uses to the north, south, and west would satisfy the 70 dBA Leq construction noise level standard. However, the construction noise levels at the West Valley Detention Center property line to the east would exceed the City of Rancho Cucamonga construction noise level standard 65 dBA Leq. Therefore, the unmitigated noise impact due to typical Project construction activities is considered potentially significant prior to mitigation.

**Table 4.11-7 Unmitigated Typical Construction Noise Level Compliance**

Adjacent Property Line <sup>1</sup>	Use	Construction Noise Levels (dBA L <sub>eq</sub> )		
		Highest Construction <sup>2</sup>	Construction Standard <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
North	Industrial	66.4	70	No
South	Industrial	66.9	70	No
East	Detention Center	67.6	65	Yes
West	Industrial	68.9	70	No

<sup>1</sup> Adjacent property line as shown on Figure 4.11-3.

<sup>2</sup> Construction noise level calculations based on distance from the center of project construction activity to the property line of adjacent uses as shown on Table 4.11-6.

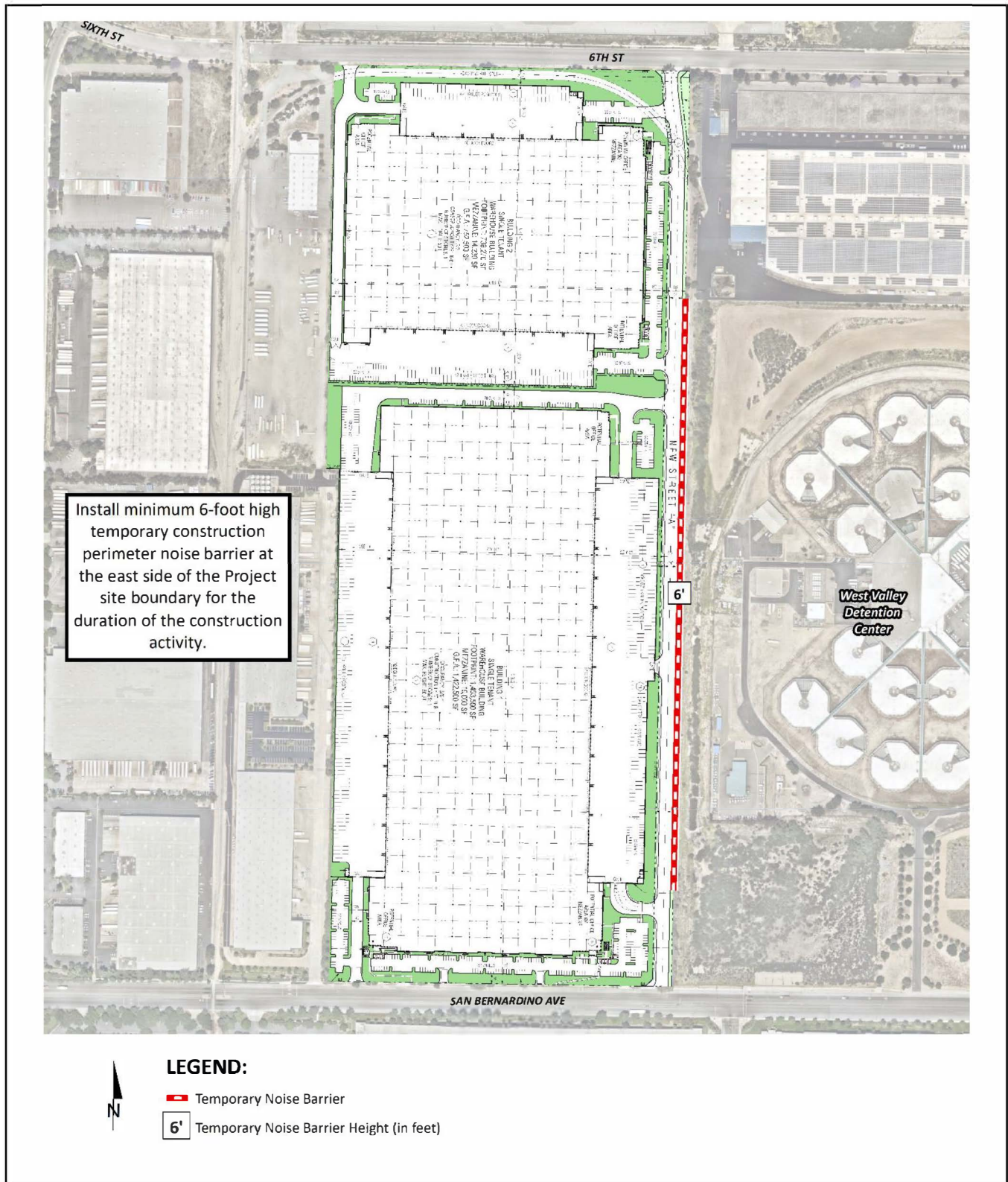
<sup>3</sup> Construction noise level standards as shown on Table 4.11-2.

<sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?

(Urban Crossroads, 2021a, Table 10-3)

Mitigation measure (MM) 11-1, which requires installation of a temporary noise barrier at the eastern property line during construction (refer to Figure 4.11-4, Construction Noise Barrier Location), and MM 11-2, which requires use of properly operating and maintained mufflers and directing stationary construction equipment away noise sensitive receivers, are required to be implemented during construction.





Source(s): Urban Crossroads (01-26-2021)

Figure 4.11-4



Not to Scale

Construction Noise Barrier Location

As shown on Table 4.11-8, Mitigated Typical Construction Noise Levels, with implementation of Mitigation Measures MM 11-1 and 11-2, the Project’s mitigated construction noise levels are expected to range from 62.1 to 68.9 dBA Leq at the parcel boundary of adjacent uses. Table 4.11-9, Mitigated Typical Construction Noise Level Compliance, shows that the mitigated construction noise levels would satisfy the City of Rancho Cucamonga construction noise level standard 65 dBA Leq at the adjacent noise sensitive property line to the east. With implementation of MM 11-1 and 11-2, the Project’s typical construction noise impacts would be reduced to less than significant levels.

**Table 4.11-8 Mitigated Typical Construction Noise Levels**

Adjacent Property Line <sup>1</sup>	Mitigated Construction Noise Levels (dBA Leq)					
	Demolition	Grading	Utilities/ Infrastructure	Paving	Building Construction/ Arch. Coating	Highest Levels <sup>2</sup>
North	66.4	64.6	62.7	62.3	58.6	66.4
South	66.9	65.1	63.2	62.8	59.1	66.9
East	62.1	60.3	58.4	58.0	54.3	62.1
West	68.9	67.1	65.2	64.8	61.1	68.9

<sup>1</sup> Adjacent property line as shown on Figure 4.11-3.

<sup>2</sup> Construction noise level calculations based on distance from the center of project construction activity to the property line of adjacent uses. The mitigated CadnaA construction noise model inputs are included in Appendix 10.2 to the Project’s Noise Impact Analysis (Appendix K1 of this Draft EIR).  
 (Urban Crossroads, 2021a, Table 10-4)

**Table 4.11-9 Mitigated Typical Construction Noise Level Compliance**

Adjacent Property Line <sup>1</sup>	Use	Construction Noise Levels (dBA Leq)		
		Highest Construction <sup>2</sup>	Construction Standard <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
North	Industrial	66.4	70	No
South	Industrial	66.9	70	No
East	Detention Center	62.1	65	No
West	Industrial	68.9	70	No

<sup>1</sup> Adjacent property line as shown on Figure 4.11-3.

<sup>2</sup> Construction noise level calculations based on distance from the center of project construction activity to the property line of adjacent uses as shown on Table 10-4.

<sup>3</sup> Construction noise level standards as shown on Table 3-2.

<sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?  
 (Urban Crossroads, 2021a, Table 10-4)

An analysis was also completed to assess potential noise level impacts due to concrete crushing activities planned near the eastern Project site boundary. Exhibit 10-C of the Project’s Noise Impact Analysis (Appendix K1 of this Draft EIR) shows the location of the planned concrete crushing activity area in relation to the receiver locations. Table 10-9 of the Noise Impact Analysis provides a summary of the reference average Leq noise levels used to describe concrete crushing construction activities. The reference noise level summary describes construction activity noise levels with multiple pieces of concrete construction equipment operating simultaneously and includes source noise levels for a hoe ram or breaker representing a percussion hammer fitted to an excavator for breaking concrete. As shown on Table 4.11-10, Unmitigated Concrete Crushing Noise Level Summary, the unmitigated construction noise levels are expected to range from 50.8 to 72.1 dBA Leq at the parcel boundary of adjacent uses.



**Table 4.11-10 Unmitigated Concrete Crushing Noise Level Summary**

Adjacent Property Line <sup>1</sup>	Use	Unmitigated Construction Noise Levels (dBA Leq)		
		Concrete Crushing <sup>2</sup>	Construction Standard <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
North	Industrial	50.8	70	No
South	Industrial	51.8	70	No
East	Detention Center	72.1	65	Yes
West	Industrial	55.5	70	No

<sup>1</sup> Adjacent property line as shown on Figure 4.11-3.

<sup>2</sup> Construction noise level calculations based on distance from the concrete crushing activity to the property line of adjacent uses.

<sup>3</sup> Construction noise level standards as shown on Table 4.11-2.

<sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?  
 (Urban Crossroads, 2021a, Table 10-10)

Table 4.11-10 shows that the estimated construction noise levels at the adjacent industrial uses to the north, south, and west would satisfy the 70 dBA Leq construction noise level standard. However, the construction noise levels at the noise sensitive West Valley Detention Center property line to the east would exceed the City of Rancho Cucamonga construction noise level standard 65 dBA Leq, representing a potentially significant impact for which mitigation is required.

Table 4.11-11, Mitigated Concrete Crushing Noise Level Summary, shows that with implementation of MM 11-1 and MM 11-2, the mitigated concrete crushing construction noise levels would range from 50.8 to 64.7 dBA Leq at the parcel boundary of adjacent uses. With the required 6-foot-high temporary noise barrier, the mitigated construction noise impacts would be reduced to less than significant levels. Appendix 10.4 of the Project’s Noise Impact Analysis (Appendix K1 of this Draft EIR) includes the mitigated concrete crushing CadnaA noise model calculations.

**Table 4.11-11 Mitigated Concrete Crushing Noise Level Summary**

Adjacent Property Line <sup>1</sup>	Use	Mitigated Construction Noise Levels (dBA Leq)		
		Concrete Crushing <sup>2</sup>	Construction Standard <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
North	Industrial	50.8	70	No
South	Industrial	51.8	70	No
East	Detention Center	64.7	65	No
West	Industrial	55.5	70	No

<sup>1</sup> Adjacent property line as shown on Figure 4.11-3.

<sup>2</sup> Construction noise level calculations based on distance from the concrete crushing activity to the property line of adjacent uses.

<sup>3</sup> Construction noise level standards as shown on Table 4.11-2.

<sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?  
 (Urban Crossroads, 2021a, Table 10-11)

In addition, nighttime concrete pouring activities would occur as a part of Project construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours. Since the nighttime concrete pours would take place outside the permitted City of Rancho Cucamonga Development Code, Section 17.66.050(D)(4) hours of 7:00 a.m. to 8:00 p.m. on any day except Sundays or national holidays, the Project Applicant would be required to obtain authorization for nighttime work from the City of Rancho Cucamonga. Prior to mitigation, it is anticipated that nighttime concrete pouring activities

would exceed the construction noise level standards presented in Table 4.11-2. As such, noise impacts associated with nighttime concrete pouring would be significant prior to mitigation. Table 4.11-12, Nighttime Concrete Pour Noise Level Compliance, shows the mitigated concrete pour activities (paving) noise levels with the required 6-foot-high temporary noise barrier required pursuant to Mitigation Measure MM 4.11-1. With implementation of the required mitigation, nighttime concrete pour noise levels would range from 58.0 to 64.8 dBA  $L_{eq}$  at the parcel boundary of adjacent uses and would be less than significant.

**Table 4.11-12 Nighttime Concrete Pour Noise Level Compliance**

Adjacent Property Line <sup>1</sup>	Use	Construction Noise Levels (dBA $L_{eq}$ )		
		Paving Construction <sup>2</sup>	Construction Standard <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
North	Industrial	62.3	70	No
South	Industrial	62.8	70	No
East	Detention Center	58.0	65	No
West	Industrial	64.8	70	No

<sup>1</sup> Adjacent property line as shown on Figure 4.11-3.

<sup>2</sup> Construction noise level calculations based on distance from the center of project construction activity to the property line of adjacent uses.

<sup>3</sup> Construction noise level standards as shown on Table 4.11-2.

<sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold? (Urban Crossroads, 2021a, Table 10-6)

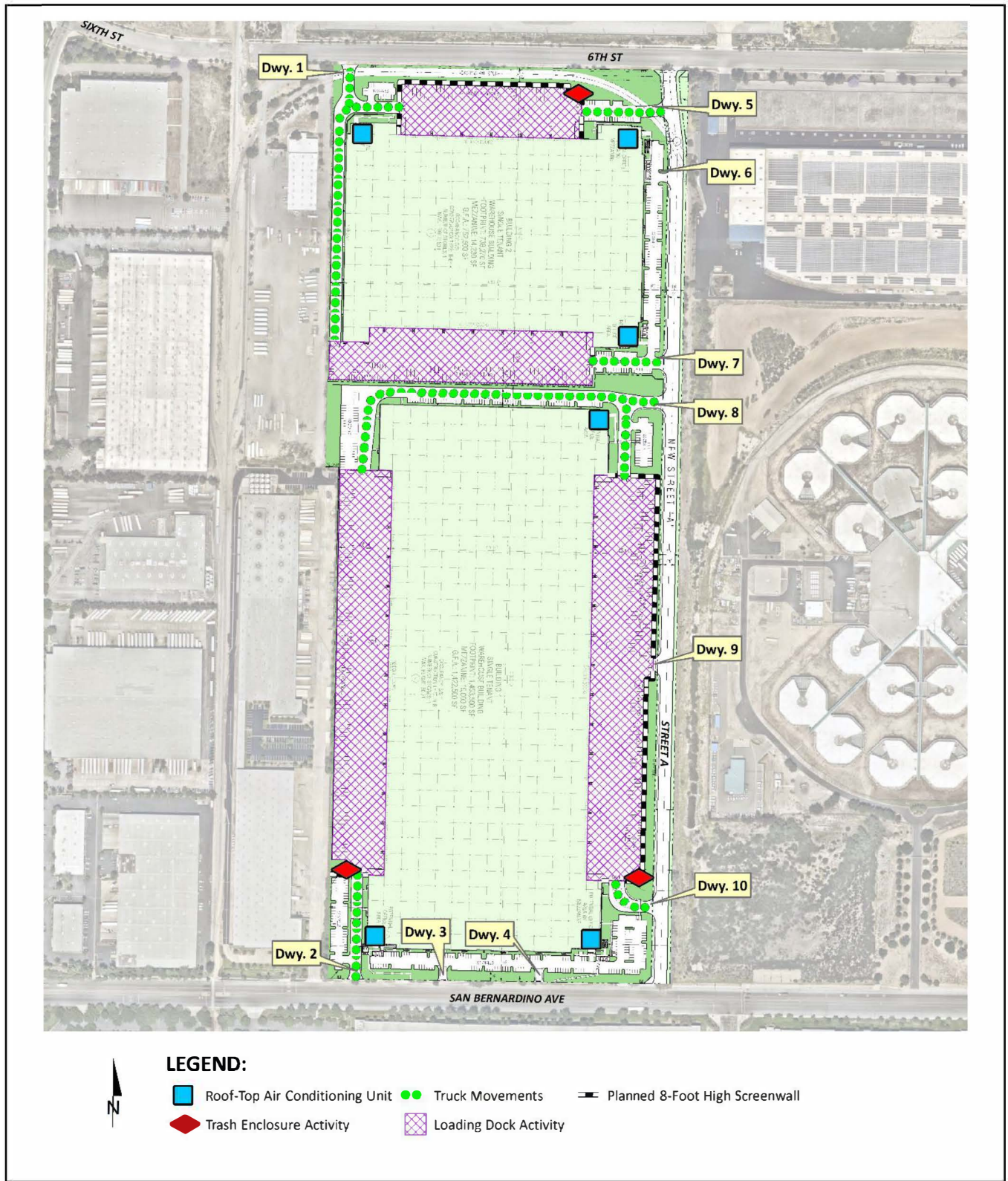
## 2. Project Operational Noise Impacts

### Operational Noise Levels

The operational noise analysis is intended to describe noise level impacts associated with the expected typical of daytime and nighttime activities at the Project site. To present the potential worst-case noise conditions, this analysis assumes the Project would be operational 24 hours per day, seven days per week. Consistent with similar high-cube warehouse uses, the Project business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include outdoor loading dock activity, truck movements, roof-top air conditioning units, and trash enclosure activity. Figure 4.11-5, Operational Noise Source Locations, identifies the representative noise source locations used to assess the operational noise levels.

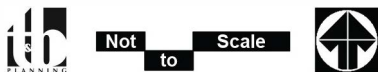
To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the Project. Refer to Subsection 9.2 of the Project’s Noise Impact Analysis (Appendix K1 of this Draft EIR) for a detailed description of reference noise levels measurement procedures and results, which are summarized in Table 9-1 of the Noise Impact Analysis.

To fully describe the exterior operational noise levels from the Project, a noise prediction model was developed using the CadnaA computer program. CadnaA can analyze multiple types of noise sources



Source(s): Urban Crossroads (01-26-2021)

Figure 4.11-5



Not to Scale

Operational Noise Source Locations

using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. The operational noise level calculations provided in the Project’s Noise Impact Analysis account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the CadnaA noise analysis to account for mixed ground representing a combination of hard and soft surfaces. Refer to Subsection 9.3 of the Project’s Noise Impact Analysis for a more detailed discussion of the CadnaA Noise Prediction Model.

Operation of the Project would occur in compliance with applicable requirements outlined in Chapter 17.66 of the Rancho Cucamonga Development Code. The operational noise levels describe the expected noise level impacts associated with typical warehouse storage uses. This includes noise generated by the warehouse uses that currently occupy the Project site. It is expected that the Project-related operational noise levels will be generally consistent with the operational noise source activity associated with the previous use of the Big Lots warehouse. Using the reference noise levels to represent the proposed Project operations, the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases at each of the sensitive receiver locations were calculated. These noise levels include the planned 8-foot-high screenwall surrounding the northern and eastern loading dock areas. Table 4.11-13, *Daytime Project Operational Noise Levels*, shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 35.5 to 44.5 dBA Leq. The daytime operational noise levels at the eastern property line adjacent to the West Valley Detention Center, which is considered to be noise-sensitive for purposes of this analysis, is estimated at 59.9 dBA Leq.

**Table 4.11-13 Daytime Project Operational Noise Levels**

Noise Source <sup>1</sup>	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	PL <sup>2</sup>
Loading Dock Activity	44.4	53.3	35.4	35.8	59.9
Truck Movements	23.4	27.4	17.3	15.9	26.8
Roof-Top Air Conditioning Units	21.0	27.1	14.5	12.5	28.4
Trash Enclosure Activity	8.8	14.8	0.1	2.4	18.2
<b>Total (All Noise Sources)</b>	<b>44.5</b>	<b>53.3</b>	<b>35.5</b>	<b>35.9</b>	<b>59.9</b>

<sup>1</sup> See Exhibit 4.11-4 for operational noise source locations. CadnaA noise model calculations are included in Appendix 9.1.

<sup>2</sup> Represents the property line of the noise sensitive West Valley Detention Center.

(Urban Crossroads, 2021a, Table 9-3)

Table 4.11-14, *Nighttime Operational Noise Levels*, shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 35.4 to 53.3 dBA Leq. The nighttime operational noise levels at the eastern property line adjacent to the West Valley Detention Center is estimated at 59.9 dBA Leq. The differences between the daytime and nighttime noise levels is largely related to the duration of noise activity (refer to Table 9-1 of the Project’s Noise Impact Analysis) and the number of truck movements (refer to Table 9-2 of the Project’s Noise Impact Analysis).

**Table 4.11-14 Nighttime Operational Noise Levels**

Noise Source <sup>1</sup>	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	PL <sup>2</sup>
Loading Dock Activity	44.4	53.3	35.4	35.8	59.9
Truck Movements	14.5	18.6	8.3	6.9	17.9
Roof-Top Air Conditioning Units	18.6	24.7	12.1	10.1	26.0
Trash Enclosure Activity	7.8	13.8	1.4	1.4	17.3
<b>Total (All Noise Sources)</b>	<b>44.4</b>	<b>53.3</b>	<b>35.4</b>	<b>35.8</b>	<b>59.9</b>

<sup>1</sup> See Exhibit 4.11-4 for the operational noise source locations. CadnaA noise model calculations are included in Appendix 9.1 of the Project's Noise Impact Analysis.

<sup>2</sup> Represents the property line of the noise sensitive West Valley Detention Center.  
 (Urban Crossroads, 2021a, Table 9-4)

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Rancho Cucamonga exterior noise level standards at the nearest noise-sensitive receiver locations and at the eastern property line adjacent to the West Valley Detention Center. Table 4.11-15, Operational Noise Level Compliance, shows the operational noise levels associated with the Project would satisfy the City of Rancho Cucamonga 65 dBA Leq daytime and 60 dBA Leq nighttime exterior noise level standards at the nearest receiver locations. In addition, Table 4.11-15 shows that the daytime and nighttime Project-related operational (stationary-source) with the planned 8-foot-high screen wall surrounding the northern and eastern loading dock areas would satisfy the General Industrial zoning district Class B (daytime and nighttime) performance standards of 65 dBA at the residential property line (City of Rancho Cucamonga Development Code, Table 17.66.110). Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations.

**Table 4.11-15 Operational Noise Level Compliance**

Receiver Location <sup>1</sup>	Project Operational Noise Levels (dBA Leq) <sup>2</sup>		Noise Level Standards (dBA Leq) <sup>3</sup>		Noise Level Standards Exceeded? <sup>4</sup>	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	44.5	44.4	65	60	No	No
R2	53.3	53.3	65	60	No	No
R3	35.5	35.4	65	60	No	No
R4	35.9	35.8	65	60	No	No
PL <sup>5</sup>	59.9	59.9	65	65	No	No

<sup>1</sup> See Figure 4.11-2 for the receiver locations.

<sup>2</sup> Proposed Project operational noise levels as shown on Table 4.11-13 and Table 4.11-14.

<sup>3</sup> City of Rancho Cucamonga Development Code, Section 17.66.050 & 17.66.110 Noise Standards.

<sup>4</sup> Do the estimated Project operational noise source activities exceed the noise level standards?

<sup>5</sup> Represents the property line of the noise sensitive West Valley Detention Center.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

(Urban Crossroads, 2021a, Table 9-5)

Project-related Operational Noise Level Increases

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearest receiver locations potentially impacted by Project operational noise sources, as discussed in Subsection 9.6 of the

Project’s Noise Impact Analysis. The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. As indicated on Table 4.11-16, Daytime Project Operational Noise Level Increases, and Table 4.11-17, Nighttime Project Operational Noise Level Increases, the Project would generate daytime and nighttime operational noise level increases ranging from 0.0 to 2.9 dBA  $L_{eq}$  at the receiver locations. Project operational noise level increases are not provided at the property line since this location does not represent an area of frequent human use. In addition, it unlikely that individuals will perceive an increase in the Project operation noise levels at the property line but instead at receiver location R2 representing the West Valley Detention Center. Project-related operational noise level increases would satisfy the operational noise level increase significance criteria presented Section 4.11.4. Therefore, the incremental Project operational noise level increase would be less than significant at all receiver locations.

**Table 4.11-16 Daytime Project Operational Noise Level Increases**

Receiver Location <sup>1</sup>	Total Project Operational Noise Level <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels <sup>4</sup>	Combined Project and Ambient <sup>5</sup>	Project Increase <sup>6</sup>	Noise Sensitive Land Use?	Increase Criteria <sup>7</sup>	Increase Criteria Exceeded?
R1	44.5	L1	59.6	59.7	0.1	Yes	5	No
R2	53.3	L6	53.5	56.4	2.9	Yes	5	No
R3	35.5	L3	64.5	64.5	0.0	Yes	3	No
R4	35.9	L4	53.7	53.8	0.1	Yes	5	No

<sup>1</sup> See Figure 4.11-2 for the receiver locations.

<sup>2</sup> Total Project daytime operational noise levels as shown on Table 4.11-13.

<sup>3</sup> Reference noise level measurement locations as shown on Figure 4.11-1.

<sup>4</sup> Observed daytime ambient noise levels as shown on Table 4.11-3.

<sup>5</sup> Represents the combined ambient conditions plus the Project activities.

<sup>6</sup> The noise level increase expected with the addition of the proposed Project activities.

<sup>7</sup> Significance increase criteria as discussed in Section 4.11.4.

(Urban Crossroads, 2021a, Table 9-6)

**Table 4.11-17 Nighttime Project Operational Noise Level Increases**

Receiver Location <sup>1</sup>	Total Project Operational Noise Level <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels <sup>4</sup>	Combined Project and Ambient <sup>5</sup>	Project Increase <sup>6</sup>	Noise Sensitive Land Use?	Increase Criteria <sup>7</sup>	Increase Criteria Exceeded?
R1	44.4	L1	56.1	56.4	0.3	Yes	5	No
R2	53.3	L6	54.6	57.0	2.4	Yes	5	No
R3	35.4	L3	62.7	62.7	0.0	Yes	3	No
R4	35.8	L4	56.8	56.8	0.0	Yes	5	No

<sup>1</sup> See Figure 4.11-2 for the receiver locations.

<sup>2</sup> Total Project nighttime operational noise levels as shown on Table 4.11-14.

<sup>3</sup> Reference noise level measurement locations as shown on Figure 4.11-1.

<sup>4</sup> Observed nighttime ambient noise levels as shown on Table 4.11-3.

<sup>5</sup> Represents the combined ambient conditions plus the Project activities.

<sup>6</sup> The noise level increase expected with the addition of the proposed Project activities.

<sup>7</sup> Significance increase criteria as in Section 4.11.4.

(Urban Crossroads, 2021a, Table 9-7)

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Project Off-Site Traffic Noise Impacts

To assess the off-site traffic CNEL noise level impacts associated with operation of the Project with proposed high-cube non-sort fulfillment center warehouse and high-cube cold storage warehouse uses, noise contours were developed based on traffic information provided in the *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo, City of Rancho Cucamonga* (Urban Crossroads, 2021b). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway were previously presented in Table 4.11-4, while Tables 8-2 through 8-8 of the Project's Noise Impact Analysis present a summary of the exterior dBA CNEL traffic noise level without barrier attenuation for each of the following scenarios (i.e., Existing, Opening Year Cumulative, and Horizon Year conditions). Since the proposed Project will replace existing uses, the net change in trips between the existing uses and the proposed use has been used to assess the off-site traffic noise levels. The analysis of Opening Year Cumulative includes an assessment for both with and without the 6<sup>th</sup> Street connection at the railroad tracks. Appendix 8.1 of the Noise Impact Analysis (Appendix K1 of this Draft EIR) includes a summary of the dBA CNEL traffic noise level contours for each of the traffic scenarios.

*Existing With Project Traffic Noise Level Increases*

An analysis of existing traffic noise levels plus traffic noise generated by the Project has been provided solely for informational purposes and will not occur, since the Project would not be fully developed and occupied under Existing conditions. Table 8-1 of the Project's Noise Impact Analysis (Appendix K1 of this Draft EIR) shows the Existing (2020) without Project conditions CNEL noise levels. The Existing (2020) without Project exterior noise levels are expected to range from 58.4 to 77.5 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 8-2 of the Project's Noise Impact Analysis shows that the Existing (2020) with Project conditions would range from 61.8 to 77.5 dBA CNEL. Table 4.11-18, Existing Plus Project Traffic Noise Level Increases, shows that the Project off-site traffic noise level impacts would range from 0.0 to 3.4 dBA CNEL. Based on the significance criteria for off-site traffic noise presented above, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels under Existing with Project conditions.

*Opening Year Cumulative Without 6<sup>th</sup> Street Connection With Project Traffic Noise Level Increases*

Table 8-3 of the Project's Noise Impact Analysis (Appendix K1 of this Draft EIR) presents the Opening Year Cumulative (2022) without Project and without the 6<sup>th</sup> Street connection conditions CNEL noise levels. The Opening Year (2022) without Project and without the 6<sup>th</sup> Street connection exterior noise levels are expected to range from 58.5 to 78.2 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 8-4 of the Project's Noise Impact Analysis shows that the Opening Year Cumulative (2022) with Project but without the 6<sup>th</sup> Street connection conditions would range from 61.9 to 78.2 dBA CNEL. Table 4.11-19, Opening Year Cumulative (2022) With Project Without 6<sup>th</sup> Street Connection Traffic Noise Increases, shows that the Project off-site traffic noise level increases would range from 0.0 to 3.4 dBA CNEL. Based on the significance criteria for



**Table 4.11-18 Existing Plus Project Traffic Noise Level Increases**

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>			Incremental Noise Level Increase Threshold <sup>3</sup>	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Etiwanda Av.	s/o Foothill Bl.	Sensitive	74.8	74.9	0.1	1.5	No
2	Etiwanda Av.	s/o Whittram Av.	Non-Sensitive	76.0	76.0	0.0	3.0	No
3	Etiwanda Av.	s/o San Bernardino Av.	Non-Sensitive	76.0	76.0	0.0	3.0	No
4	Foothill Bl.	w/o Etiwanda Av.	Non-Sensitive	77.5	77.5	0.0	3.0	No
5	6 <sup>th</sup> St.	w/o Etiwanda Av.	Non-Sensitive	58.4	61.8	3.4	5.0	No
6	4 <sup>th</sup> St.	e/o I-15 NB Ramps	Non-Sensitive	76.1	76.4	0.3	3.0	No
7	4 <sup>th</sup> St.	w/o Etiwanda Av.	Sensitive	76.3	76.3	0.0	1.5	No

<sup>1</sup> Noise sensitive uses limited to noise sensitive residential land uses and the West Valley Detention Center.

<sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

<sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria in Section 4.11.4?

(Urban Crossroads, 2021a, Table 8-9)

**Table 4.11-19 Opening Year Cumulative (2022) With Project Without 6<sup>th</sup> Street Connection Traffic Noise Increases**

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>			Incremental Noise Level Increase Threshold <sup>3</sup>	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Etiwanda Av.	s/o Foothill Bl.	Sensitive	75.8	75.9	0.1	1.5	No
2	Etiwanda Av.	s/o Whittram Av.	Non-Sensitive	77.0	77.1	0.1	3.0	No
3	Etiwanda Av.	s/o San Bernardino Av.	Non-Sensitive	76.8	76.9	0.1	3.0	No
4	Foothill Bl.	w/o Etiwanda Av.	Non-Sensitive	78.2	78.2	0.0	3.0	No
5	6 <sup>th</sup> St.	w/o Etiwanda Av.	Non-Sensitive	58.5	61.9	3.4	5.0	No
6	4 <sup>th</sup> St.	e/o I-15 NB Ramps	Non-Sensitive	76.8	76.9	0.1	3.0	No
7	4 <sup>th</sup> St.	w/o Etiwanda Av.	Sensitive	76.9	76.9	0.0	1.5	No

<sup>1</sup> Noise sensitive uses limited to noise sensitive residential land uses and the West Valley Detention Center.

<sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

<sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria in Section 4.11.4?

(Urban Crossroads, 2021a, Table 8-10)

off-site traffic noise presented above, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels.

*Opening Year Cumulative With 6<sup>th</sup> Street Connection with Project Traffic Noise Level Increases*

Table 8-5 of the Project’s Noise Impact Analysis (Appendix K1 of this Draft EIR) presents the Opening Year Cumulative (2022) without Project with 6<sup>th</sup> Street connection conditions CNEL noise levels. The Opening Year (2022) without Project with 6<sup>th</sup> Street connection exterior noise levels are expected to range from 58.5 to 78.2 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 8-6 of the Project’s Noise Impact Analysis shows that the Opening Year Cumulative (2022) with Project with 6<sup>th</sup> Street connection conditions will range from 61.8 to 78.2 dBA CNEL. Table 4.11-20, Opening Year Cumulative (2022) With Project With 6<sup>th</sup> Street Connection Traffic Noise Increases, shows that the Project off-site traffic noise level increases would range from 0.0 to 3.3 dBA CNEL. Based on the significance criteria for off-site traffic noise presented above, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels.

**Table 4.11-20 Opening Year Cumulative (2022) With Project With 6<sup>th</sup> Street Connection Traffic Noise Increases**

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>			Incremental Noise Level Increase Threshold <sup>3</sup>	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Etiwanda Av.	s/o Foothill Bl.	Sensitive	75.8	75.9	0.1	1.5	No
2	Etiwanda Av.	s/o Whittram Av.	Non-Sensitive	77.0	77.1	0.1	3.0	No
3	Etiwanda Av.	s/o San Bernardino Av.	Non-Sensitive	77.9	77.9	0.0	3.0	No
4	Foothill Bl.	w/o Etiwanda Av.	Non-Sensitive	78.2	78.2	0.0	3.0	No
5	6 <sup>th</sup> St.	w/o Etiwanda Av.	Non-Sensitive	58.5	61.8	3.3	5.0	No
6	4 <sup>th</sup> St.	e/o I-15 NB Ramps	Non-Sensitive	76.8	76.9	0.1	3.0	No
7	4 <sup>th</sup> St.	w/o Etiwanda Av.	Sensitive	78.0	78.0	0.0	1.5	No

<sup>1</sup> Noise sensitive uses limited to noise sensitive residential land uses and the West Valley Detention Center.

<sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

<sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria in Section 4.11.4?  
 (Urban Crossroads, 2021a, Table 8-11)

*Horizon Year (2040) With Project Traffic Noise Level Increases*

Table 8-7 of the Project’s Noise Impact Analysis (Appendix K1 of this Draft EIR) presents the Horizon Year (2040) without Project conditions CNEL noise levels. The Horizon Year (2040) without Project exterior noise levels are expected to range from 70.5 to 80.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 8-8 of the Project’s Noise Impact

Analysis shows that the Horizon Year (2040) with Project conditions would range from 70.8 to 80.2 dBA CNEL. Table 4.11-21, Horizon Year (2040) With Project Traffic Noise Increases, shows that the Project off-site traffic noise level increases would range from 0.0 to 0.3 dBA CNEL.

**Table 4.11-21 Horizon Year (2040) With Project Traffic Noise Increases**

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>			Incremental Noise Level Increase Threshold <sup>3</sup>	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Etiwanda Av.	s/o Foothill Bl.	Sensitive	78.0	78.0	0.0	1.5	No
2	Etiwanda Av.	s/o Whittram Av.	Non-Sensitive	79.4	79.4	0.0	3.0	No
3	Etiwanda Av.	s/o San Bernardino Av.	Non-Sensitive	77.1	77.1	0.0	3.0	No
4	Foothill Bl.	w/o Etiwanda Av.	Non-Sensitive	80.1	80.2	0.1	3.0	No
5	6 <sup>th</sup> St.	w/o Etiwanda Av.	Non-Sensitive	70.5	70.8	0.3	3.0	No
6	4 <sup>th</sup> St.	e/o I-15 NB Ramps	Non-Sensitive	77.2	77.4	0.2	3.0	No
7	4 <sup>th</sup> St.	w/o Etiwanda Av.	Sensitive	77.4	77.4	0.0	1.5	No

<sup>1</sup> Noise sensitive uses limited to noise sensitive residential land uses and the West Valley Detention Center.

<sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

<sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria in Section 4.11.4? (Urban Crossroads, 2021a, Table 8-12)

Based on the significance criteria for off-site traffic noise presented above, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels with operation of the Project with proposed high-cube non-sort fulfillment center warehouse and high-cube cold storage warehouse uses.

As discussed in Section 3.0, Project Description, a high-cube sort fulfillment center is not proposed as part of the Project, and the site plan as currently proposed does not support this on-site use. Nevertheless, to provide a conservative analysis, this Draft EIR also analyzes potential off-site traffic noise impacts associated with operation of the proposed buildings with 90% of the building area as a high-cube sort fulfillment center warehouse use and 10% of the building area as a high-cube cold storage warehouse use. The analysis is provided in the *Bridge Point Rancho Cucamonga High-Cube Sort Fulfillment Center Supplemental Off-site Traffic Noise Assessment* (Sort Use Traffic Noise Assessment), prepared by Urban Crossroads and included in Appendix K2 of this Draft EIR (Urban Crossroads, 2021c). To quantify the off-site traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on eight study-area roadway segments were calculated using the transportation related 24-hour CNEL based on the change in the ADT volumes. The traffic noise levels provided in the Sort Use Traffic Noise Assessment are based on trip generation presented in Section 4.13. Noise contour boundaries were developed for Existing (2020), Opening Year Cumulative (2022), Opening Year Cumulative (2022) with the 6<sup>th</sup> Street Connection, and Horizon Year (2040). As demonstrated in Table 17 through Table 20 of the Sort Use Noise Assessment, the traffic noise level increases under all traffic scenarios with operation of the proposed buildings with high-cube sort fulfillment center warehouse and high-cube cold storage warehouse uses would result in less than significant impacts at receiving land uses adjacent to the study area roadway segments.

**Impact 11.1** The Project would result in a temporary increase in noise levels along the eastern property boundary during construction activities, which exceed the established noise standards. With implementation of MM 11-1 and MM 11-2, construction-related noise impacts would be reduced to less than significant levels.

The Project would not result in a permanent increase in daytime or nighttime noise levels during operation in excess of established noise standards. This impact is less than significant, and no mitigation is required.

***Threshold 11.2 Would the Project result in the generation of excessive groundborne vibration or groundborne noise levels?***

**1. Construction Vibration Impacts**

Typical Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Ground-borne vibration levels resulting from typical construction activities occurring within the Project site were estimated by data published by the FTA. While vehicular traffic-related vibration is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized on Table 10-7 of the Project's Noise Impact Analysis (Appendix K1 of this Draft EIR). Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential Project construction vibration levels using the following vibration assessment methods defined by the FTA.

Table 4.11-22, Typical Construction Equipment Vibration Levels, presents the expected typical construction equipment vibration levels at the nearest receiver locations. At distances ranging from 364 feet to 5,321 feet from typical Project construction activities (at the Project site boundary), construction vibration levels are estimated to range from 17.2 to 52.1 VdB and would remain below the FTA *Transit Noise and Vibration Impact Assessment Manual* maximum acceptable vibration criteria of 78 VdB for daytime residential uses at all receiver locations. Therefore, the Project-related vibration impacts are considered less than significant during typical construction activities at the Project site. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

Concrete Crushing Construction Vibration Impacts

Using the vibration source level of construction equipment list provided on Table 10-7 of the Project's Noise Impact Analysis (Appendix K1 of this Draft EIR), which includes source levels for a hoe ram or breaker representing a percussion hammer fitted to an excavator for breaking concrete, and using the construction vibration assessment methodology published by the FTA, it is possible to estimate the

**Table 4.11-22 Typical Construction Equipment Vibration Levels**

Receiver Location <sup>1</sup>	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB) <sup>2</sup>					Threshold VdB <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels		
R1	1,248'	7.1	28.1	35.1	36.1	36.1	78	No
R2	364'	23.1	44.1	51.1	52.1	52.1	78	No
R3	4,167'	0.0	12.3	19.3	20.3	20.3	78	No
R4	5,321'	0.0	9.2	16.2	17.2	17.2	78	No

<sup>1</sup> Noise receiver locations are shown on Figure 4.11-2.

<sup>2</sup> Based on the Vibration Source Levels of Construction Equipment included on Table 10-5 of the Project's Noise Impact Analysis (Appendix K1 of this Draft EIR).

<sup>3</sup> FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria as described in Section 4.11.4.

<sup>4</sup> Does the vibration level exceed the maximum acceptable vibration threshold?  
 (Urban Crossroads, 2021a, Table 10-8)

Project concrete crushing construction vibration impacts. Table 4.11-23, Concrete Crushing Vibration Levels, presents the expected concrete crushing construction equipment vibration levels when the equipment with the highest reference vibration activity operating at the closest point from the edge of primary construction activity to each receiver location (Figure 4.11-2).

**Table 4.11-23 Concrete Crushing Vibration Levels**

Receiver Location <sup>1</sup>	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB) <sup>2</sup>						Threshold VdB <sup>3</sup>	Threshold Exceeded? <sup>4</sup>
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Hoe Ram (Breaker)	Highest Vibration Levels		
R1	3,401	0.0	15.0	22.0	23.0	23.0	23.0	78	No
R2	614	16.3	37.3	44.3	45.3	45.3	45.3	78	No
R3	5,837	0.0	8.0	15.0	16.0	16.0	16.0	78	No
R4	6,310	0.0	6.9	13.9	14.9	14.9	14.9	78	No

<sup>1</sup> Concrete Crushing receiver locations are shown on Exhibit 10-B of the Project's Noise Impact Analysis (Appendix K1 of this Draft EIR).

<sup>2</sup> Based on the Vibration Source Levels of Construction Equipment included on Table 10-5 of the Project's Noise Impact Analysis.

<sup>3</sup> FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria as described in Section 4.11.4.

<sup>4</sup> Does the vibration level exceed the maximum acceptable vibration threshold?

(Urban Crossroads, 2021a, Table 10-11)

As shown in Table 4.11-23, at distances ranging from 614 feet to 6,310 feet from the Project concrete crushing construction vibration levels are estimated to range from 14.9 to 45.3 VdB and would remain below the FTA *Transit Noise and Vibration Impact Assessment Manual* maximum acceptable vibration criteria of 78 VdB for daytime residential uses at all receiver locations. Therefore, the Project-related vibration impacts are considered less than significant during Project concrete crushing construction activities at the Project site.

## 2. Operational Vibration Impacts

On-site operations associated with the Project would include heavy trucks moving on-site to and from the loading dock areas. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Since trucks rarely create vibration that exceed 70 VdB (unless there are bumps due to frequent potholes in the road), it is expected that the on-site heavy trucks would be travelling at very low speeds so activity would satisfy the maximum-acceptable vibration criteria of 78 VdB for daytime and 72 VdB for nighttime for residential uses, and therefore, would be less than significant.

With respect to off-site truck activity, ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks on uneven roadway surfaces. However, 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. This is consistent with the FTA *Transit Noise and Vibration Impact Assessment Manual* finding that rubber-tired traffic is rarely perceptible on smooth roadways. Since trucks rarely create vibration that exceed 70 VdB (unless there are bumps due to frequent potholes in the road), it is expected that off-site truck vibration impacts at nearest homes would satisfy the maximum-acceptable vibration criteria of 78 VdB for daytime and 72 VdB for nighttime for residential uses. Therefore, vibration impacts associated with Project operations would be less than significant.

**Impact 11.2** The Project would not result in the generation of excessive groundborne vibration or groundborne noise levels during construction or operation. This impact is less than significant, and no mitigation is required.

**Threshold 11.3** *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?*

As previously noted, and as shown on Exhibit 3-B of the Project's Noise Impact Analysis (Appendix K1 of this Draft EIR), the Project site is located within the ONT AIA but outside the 60 dBA CNEL airport noise impact zone consistent with Policy Map 2-3 of the ONT ALUCP. According to Table 2-3 of the ONT ALUCP, industrial land uses located outside the 60 dBA CNEL noise level contours for the ONT, such as the Project, are considered normally compatible land use. For normally compatible land use, either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL). Additionally, there are no components of the Project that would result in an increase in airport-related noise levels. As such, the Project would not expose people residing or working in the project area to excessive noise levels, and impacts would be less than significant.

**Impact 11.3** The Project would not expose people residing or working in the Project area to excessive noise levels for airport operations at the ONT. Impacts would be less than significant and no mitigation is required.

#### 4.11.6 CUMULATIVE IMPACTS

The area to the south, west, and north of the Project site is fully developed with light industrial uses, while the area to the east is developed with the San Bernardino County West Valley Detention Center. As shown on Figure 4.0-3, Cumulative Development Location Map, in Section 4.0 of this Draft EIR, the nearest cumulative developments occur more than 0.25 mile from the Project site. As such, it is unlikely that any surrounding properties would be under construction while Project construction activities are occurring, and any construction-noise from development located more than 0.25 mile from the Project site would not substantially contribute to Project-related construction noise, which is considered less than significant with mitigation. Thus, while the Project would result in direct impacts due to construction-related noise, Project construction-related noise impacts would be less than significant on a cumulatively-considerable basis.

With respect to noise associated with Project operations, the analysis provided herein includes noise from existing developments in the surrounding area. As demonstrated in the analysis of Threshold 11.1, and summarized in Table 4.11-16 and Table 4.11-17, the Project would generate daytime and nighttime noise level increases ranging from 0.0 to 3.7 dBA  $L_{eq}$  at the receiver locations, which is not a substantial noise level increase as compared to the existing ambient noise environment, which includes the existing surrounding land uses. Thus, operational noise impacts associated with the Project would be less than cumulatively considerable. Similarly, the analysis of Project-related traffic noise impacts includes traffic from existing and projected future traffic on study area roadways. As indicated in Table 4.11-19, Table 4.11-20, and Table 4.11-21, Project-related traffic, when combined with existing and projected traffic, would not expose any sensitive receptors to noise level increases exceeding the City of Rancho Cucamonga noise standards; thus, Project-related traffic noise increases would be less than cumulatively considerable.

With respect to construction-related vibration impacts, and as noted above, the nearest cumulative development occurs approximately 0.25-mile northwest of the Project site. As such, it is unlikely that any surrounding properties would be under construction while Project construction activities are occurring, and any construction-related vibration from development located more than 0.25 mile from the Project site would not substantially contribute to Project-related construction vibration. The analysis of Project-related construction vibration impacts during construction, previously presented in Table 4.11-22 and Table 4.11-23, demonstrate that Project construction activities, inclusive of concrete crushing activities, would not exceed the FTA *Transit Noise and Vibration Impact Assessment Manual* maximum acceptable vibration criteria of 78 VdB for daytime residential uses at all receiver locations. Furthermore, for Project operational-related truck traffic, it is expected that off-site truck vibration impacts at nearest homes would satisfy the maximum-acceptable vibration criteria of 78 VdB for daytime and 72 VdB for nighttime for residential uses. Therefore, Project impacts due to vibration would be less than cumulatively considerable.

According to the ONT ALUCP, the Project site occurs outside the 60 dBA CNEL airport noise impact zone, and as such the noise levels are considered normally compatible for industrial land uses. Additionally, there are no components of the Project that would result in increases in airport-related noise and there would not be a potential cumulative impact. As such, Project impacts due to the



exposure of people residing or working in the project area to excessive airport noise levels would not be cumulatively considerable.

#### 4.11.7 MITIGATION MEASURES

**MM 11-1** Prior to issuance of grading or building permits, the City of Rancho Cucamonga shall review the plans to ensure the plans require the installation of a minimum 6-foot-high temporary construction perimeter noise barrier along the Project site's boundary with the San Bernardino County West Valley Detention Center. The location and following specifications for the noise control barrier shall also be included on the plans:

- The noise control barriers must present a solid face from top to bottom.
- The noise barrier shall be constructed using one of the following materials with no decorative cutouts or line-of-sight openings between shielded areas and the noise source:
  - An acoustical blanket (e.g., vinyl acoustic curtains, quilted blankets, or equivalent) attached to the construction-site perimeter fence or equivalent temporary fence posts.
  - Any combination of construction materials satisfying a weight of at least 4 pounds per square foot of face area.
- The noise barriers shall be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.

The required barrier shall be installed prior to any construction activities commencing on-site and shall remain in place until construction activities have been completed. The construction contractor shall allow for periodic inspection by the City of Rancho Cucamonga to ensure that the required noise barrier remains in place until completion of construction activities on-site.

**MM 11-2** During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site. The construction contractor shall allow for periodic inspection by the City of Rancho Cucamonga to ensure compliance with these requirements.

#### 4.11.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of MM 11-1 and MM 11-2, which address construction-related noise impacts, there would be less than significant noise impacts.

#### 4.11.9 REFERENCES

Building Standards Commission (BSC). No date. Building Standards Commission. *California Building Standards Code* (web page). Available at: <https://www.dgs.ca.gov/BSC/Codes>

Office of Planning and Research (OPR). 2017. *General Plan Guidelines*. Available at: [http://www.opr.ca.gov/docs/OPR\\_COMPLETE\\_7.31.17.pdf](http://www.opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf)

Urban Crossroads. 2021a (April 15). *Bridge Point Rancho Cucamonga Noise Impact Analysis*. (Included in Appendix K1 of this Draft EIR).

Urban Crossroads. 2021b (April 15). *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo, City of Rancho Cucamonga*. (Included in Appendix L2 of this Draft EIR).

Urban Crossroads. 2021c (April 15). *Bridge Point Rancho Cucamonga High-Cube Sort Fulfillment Center Supplemental Off-site Traffic Noise Assessment*. (Included in Appendix K2 of this Draft EIR).

## **4.12 POPULATION AND HOUSING**

This section presents population and employment data for the City of Rancho Cucamonga and San Bernardino County and assesses the potential for the Project to directly or indirectly induce unplanned growth. Information presented in this section is based on a review of relevant regional and local planning programs, including the Rancho Cucamonga General Plan and associated Environmental Impact Report (EIR), and population and employment projections from the Southern California Association of Governments (SCAG). Refer to Section 4.12.8 for a list of references.

The Project proposes development of two high-cube warehouse buildings and does not include any housing; thus, the discussion in this section focuses on impacts related to employment growth and indirect population growth in the City of Rancho Cucamonga.

There were no Notice of Preparation (NOP) comment letters received related to population and housing.

### **4.12.1 RELEVANT POLICIES AND REGULATIONS**

#### **A. *Regional***

##### **1. *Southern California Association of Governments (SCAG)***

SCAG projects growth in employment, population, and households at the regional, county, jurisdictional, and sub-jurisdictional levels. SCAG is a Joint Powers Agency and is the designated Council of Governments (COG), Regional Transportation Planning Agency (RTPA), and Metropolitan Planning Organization (MPO) for the six-county region that includes San Bernardino, Los Angeles, Orange, Ventura, Riverside, and Imperial counties. SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), which is discussed in Section 4.10, Land Use and Planning, of this Draft EIR, includes a Demographics and Growth Forecast technical report, which helps coordinate regional planning, employment, and housing development strategies in Southern California. The demographic and growth forecasts presented in Connect SoCal are the currently adopted population, housing and employment forecasts for the six-county region, and reflect recent and past trends, key demographic and economic assumptions, and local, regional, state, and national policy. As part of the development of the forecast, SCAG met with local jurisdictions, including the City of Rancho Cucamonga, to understand each community's vision for the future so that it can be integrated into the outlook for the future of the region. SCAG's adopted regional demographic and growth for the City of Rancho Cucamonga and San Bernardino County are shown in Table 4.12-1, SCAG Connect SoCal Growth Forecasts for Rancho Cucamonga and San Bernardino County. Exhibit 7, 2016 Employment by Jurisdiction, and Exhibit 8, 2045 Employment by Jurisdiction, of the Connect SoCal Demographic and Growth Forecast technical report further indicate that the employment density in the City of Rancho Cucamonga is projected to increase from 1,001 to 2,500 jobs per square mile to 2,501 to 4,000 jobs per square mile (SCAG, 2020).

**Table 4.12-1 SCAG Connect SoCal Growth Forecasts for Rancho Cucamonga and San Bernardino County**

	Year	
	2016	2045
<b>Population</b>		
Rancho Cucamonga	176,500	201,300
San Bernardino County	2,141,000	2,815,000
<b>Households</b>		
Rancho Cucamonga	56,800	66,400
San Bernardino County	630,000	875,000
<b>Employment</b>		
Rancho Cucamonga	88,300	105,100
San Bernardino County	791,000	1,064,000

Source: (SCAG, 2020)

Related to the Project, at a regional level, transportation and warehousing is expected to experience significant employment growth (approximately 139,000 new jobs), second only to accommodation and food service (approximately 196,000 new jobs) (SCAG, 2020).

**B. Local**

**1. *Rancho Cucamonga General Plan***

The Managing Land Use, Community Design, and Historic Resources Chapter of the Rancho Cucamonga General Plan discusses existing and planned land uses in the City and provides a summary of the City’s resident population, housing stock, non-residential floor area and employment at buildout of the City and its Sphere of Influence (SOI). Table LU-15 of the Rancho Cucamonga General Plan summarizes the level of development expected through the 2030 planning horizon year, as well as the projected population, employment, and housing. The population, employment, and housing projections at buildout (2030) identified in the Rancho Cucamonga General Plan for the area within the City limits and the City’s SOI are shown in Table 4.12-2, Rancho Cucamonga General Plan Buildout (2030) Projections. As shown, it is projected that at buildout (by 2030), 62,196 dwelling units would be provided in the City and 1,057 units would be provided in the SOI (63,253 total dwelling units). This would result in a population of 200,400 residents in the City and 3,400 residents in the SOI (203,800 residents). As much as approximately 99.8 million square feet of non-residential development would also be provided, with approximately 103,040 employment positions in the City; no non-residential development is planned in the SOI. (Rancho Cucamonga, 2010b)

**Table 4.12-2 Rancho Cucamonga General Plan Buildout (2030) Projections**

	<b>City Limits</b>	<b>Sphere of Influence</b>	<b>General Plan Buildout 2030</b>
Dwelling Units	62,196	1,057	63,253
Population	200,400	3,400	203,800
Non-Residential Square Feet	99,797,000	0	99,797,000
Employment	103,040	0	103,040

Source: (Rancho Cucamonga, 2010b)

**2. Economic Development Strategic Plan**

The City of Rancho Cucamonga Economic Development Strategic Plan is a policy document adopted in 2015 intended to guide the City of Rancho Cucamonga’s economic development priorities and activities over a period of three to five years. An update to the existing Economic Development Strategic Plan was necessary due to changing conditions associated with the national recession and recovery, and the end of redevelopment. The Economic Development Strategic Plan defines seven Priority Areas for economic development activities in Rancho Cucamonga, including Industrial Development and Retention (ranked No. 4). (Strategic Economics, 2015)

The Economic Development Strategic Plan indicates that the City offers access to the highly-skilled workforce of Southern California, the ports of Los Angeles and Long Beach, and relatively uncongested freeways that connect to national trucking routes. Industrial demand in the region is strongest for distribution and warehousing as the availability of developable land in the Inland Empire has allowed for large format buildings desired by logistics companies. As Rancho Cucamonga’s industrial building stock was developed prior to current business preferences, it consists of smaller warehousing and distribution facilities compared to younger Inland Empire cities located to the east. The goal for this Priority Area is to ensure that the City maintains and grows its industrial businesses, focusing on light industrial, manufacturing, and warehousing. There are opportunities to accommodate new development of large distribution centers in the area bounded by East Foothill to the north, I-15 to the west, East Fourth Street to the south, and the City of Fontana to the east, which includes the Southeast Focus Area and the Project site. Growth in the identified industry groups (including transportation, warehousing, and wholesale trade) will help to achieve many of the city’s economic development objectives, including creating new jobs that better match the educational levels of existing residents, reducing commutes for residents and workers, and encouraging a healthier lifestyle. (Strategic Economics, 2015)

**4.12.2 EXISTING SETTING**

**A. Population**

In January 2020, the City of Rancho Cucamonga had a population of approximately 175,522 residents, representing approximately 8% of the population in San Bernardino County (2,180,537 residents (DOF, 2020). Since the year 2000, the City of Rancho Cucamonga’s growth rate has been 11.1% greater than the overall growth rate for San Bernardino County. (SCAG, 2019)

The Project site is currently occupied by a 23,240-square-foot (sf) retail building and a 1,431,000-sf warehouse building, which were occupied by Big Lots until February 2020. There are no existing housing units or associated residents at the Project site.

### **B. Employment**

According to the California Employment Development Department, in February 2020, the City of Rancho Cucamonga's civilian labor force was 96,900 persons with 94,100 people employed and an unemployment rate of 2.9% (or 2,800 persons) (EDD, 2021). It should be noted that the novel Coronavirus disease (COVID-19) caused a global pandemic, which resulted in shelter-in-place orders and closing of business operations throughout California beginning in March 2020 and notable fluctuations in labor and employment statistics. As of November 2020 (the most recent month data was available at the time this Draft EIR was prepared), the City's civilian labor force was 95,400 persons with 90,200 people employed and an unemployment rate of 5.5% (or 5,300 persons), which represents a 2.6% increase in unemployment in the City as compared to February 2020 (EDD, 2021). The November 2020 data was the most recent data available at the time this Draft EIR was prepared, and demonstrates how the on-going closure of businesses and shelter-in-place orders have significantly altered employment data. Thus, the February 2020 and November 2020 employment are provided. According to data compiled by SCAG, approximately 85% of Rancho Cucamonga residents commute outside of the City to work (SCAG, 2019).

As stated previously, the Project site is currently developed with a retail building and a warehouse. The buildings were vacated by the previous occupants in February 2020; however, they could be reoccupied without any discretionary approvals. Based on the employment generation rate for retail uses presented in Table LU-18, Build Out Summary by Land Use, of the Rancho Cucamonga General Plan (1 employee per 655 sf), and an employment generation rate of 1 employee per 1,226 sf for the existing warehouse use, which is the average employment generation rate for General Industrial uses (1 employee per 1,471 sf) and Heavy Industrial uses (1 employee per 981 sf) (Rancho Cucamonga, 2010a), the existing land use designations for the Project site, it is estimated the current buildings could accommodate 1,202 employees<sup>1</sup>.

#### **4.12.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on population and housing if it will:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure).
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

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<sup>1</sup>  $(1,431,000 \text{ sf} \div 1,226 \text{ sf/employee} = 1,167 \text{ employees}) + (23,240 \text{ sf} \div 655 \text{ sf/employee} = 35 \text{ employees}) = 1,202 \text{ employees}$ .

#### 4.12.4 ENVIRONMENTAL IMPACTS

***Threshold 12.1 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 the extension of roads or other infrastructure)?***

The Project involves the redevelopment of the Project site with two high-cube warehouse buildings, and would not involve the development of residential uses. Therefore, there would be no direct increase in the City's population. Thus, the following analysis focuses on impacts related to employment growth and the potential for indirect population growth.

The Project would employ construction workers in various trades over the estimated 17-month construction phase. Construction jobs would be created while site improvements and structures are under construction. Construction jobs are temporary and construction workers move from job to job based on their specialty trade. The Riverside-San Bernardino-Ontario region has 82,200 workers employed in the construction field (BLS, 2020). Given the number of existing construction employees in the region, the construction jobs for the Project would likely be filled by existing residents of the region and would not induce housing demand near the construction site due to their temporary nature. Therefore, the Project would not induce substantial unplanned population growth during construction resulting in a less than significant impact.

The Project includes amendments to the Rancho Cucamonga General Plan and Zoning Map that would modify the land use designation and zoning for approximately 55.2 acres comprising the northern portion of the Project site. The land use designation and zoning for this area would change from Heavy Industrial to General Industrial, consistent with the remaining approximately 36.2 acres of the site. The Project Applicant is pursuing the development of the proposed buildings on a speculative basis and the occupants of the buildings are not known so no specific project employee generation number can be used. For purposes of this analysis, employment estimates were calculated using average employment density factors from the Rancho Cucamonga General Plan. According to Table LU-18, Build Out Summary by Land Use, General Industrial land uses would employ 1 worker per 1,471 sf of building area (Rancho Cucamonga, 2010a). The Project involves development of 2,175,000 sf of General Industrial land uses, resulting in an estimated approximately 1,479 potential jobs<sup>2</sup>. Thus, the Project would result in a net increase of approximately 277 employment opportunities compared to the number of employment opportunities estimated for the existing buildings<sup>3</sup>.

As previously identified, Connect SoCal estimates the City of Rancho Cucamonga had 88,300 jobs in 2016 (which included the jobs generated by the existing warehouse use), and is projected to have 105,100 jobs by 2045; the number of jobs in San Bernardino County is expected to increase from 791,000 to 1,064,000 during the same time period (SCAG, 2020). Therefore, it is estimated there will be an increase of 16,800 jobs in the City, and 273,000 jobs in the County between 2016 and 2045. The Project's net increase of 277 jobs represents approximately 1.5% of the anticipated employment growth in the City by 2045, and less than 0.1% of the anticipated employment growth in the County.

<sup>2</sup> 2,175,000 sf ÷ 1,471 sf/employee = 1,479 employees

<sup>3</sup> 1,479 potential Project employees - 1,202 employees accommodated by the existing buildings = a net increase of 277 employees.



Population growth in the City of Rancho Cucamonga is projected to continue into the future and, by the year 2045, Rancho Cucamonga is estimated to house 201,300 people, which represents an increase of 25,778 residents compared to existing conditions (175,522 residents in 2020). It is speculative to estimate what percentage of workers at the Project site may relocate to the area and thus not possible to quantify any specific changes to the City's population that would result from development of the Project. However, even if it is conservatively assumed that all of the estimated new employment opportunities (net increase of 277 positions) are filled by individuals that move to the City, this would represent approximately 1.1% of the anticipated increase in population in the City. Further, there are potential employees in the region under existing conditions, and the Project's land use type and size would not draw substantial numbers of new, unplanned residents to the region. Therefore, the Project would not induce substantial unplanned indirect population growth in the area, resulting in a less than significant impact.

Furthermore, approximately 85% of City of Rancho Cucamonga residents commute outside of the City for work and more housing units are expected to be built within the City over the next 20+ years; therefore, the Project would provide job opportunities closer to home for existing and future Rancho Cucamonga residents. The Project would also be consistent with the City's economic development strategies, which involve development of large distribution centers in the City's Southeast Focus Area, including the Project site.

There are no components of the Project that would remove obstacles to development in the local area (and result in indirect unplanned population growth) because the surrounding area is already developed. The Project would improve local circulation with the implementation of proposed Street A and may include an at-grade crossing of the railroad track along 6<sup>th</sup> Street, which is already anticipated in the Rancho Cucamonga General Plan. Additionally, the proposed Project would be served by existing or planned utility systems. Therefore, the Project does not include any features that would remove any development obstacles/barriers that could result in unplanned growth in the area.

Based on the foregoing analysis, neither the Project nor any Project-related component would directly or indirectly result in substantial unplanned population growth. Impacts would be less than significant.

**Impact 12.1** The Project would not directly or indirectly result in substantial unplanned population growth. Impacts would be less than significant.

***Threshold 12.2 Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

The Project site does not contain any residential structures under existing conditions; therefore, no people live at the Project site. Accordingly, implementation of the Project would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

**Impact 12.2** The Project site does not contain any residential structures under existing conditions; therefore, the Project would not displace existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

#### **4.12.5 CUMULATIVE IMPACTS**

The Project would not lead to substantial unplanned direct population growth or remove any housing that would require the construction of replacement housing elsewhere. As such, the Project would not contribute to a cumulatively significant impact associated with the need to construct housing units.

As previously discussed, the Project would be consistent with the planned land uses in the Rancho Cucamonga General Plan and the employment projections in the City and for the region as a whole, as presented in Connect SoCal, which considers cumulative development anticipated in local and regional planning documents. The Project would involve a net increase of approximately 277 employment opportunities. As discussed previously, this represents approximately 1.5% of the anticipated employment growth in the City by 2045, and less than 0.1% of the anticipated employment growth in the County. Rancho Cucamonga is estimated to have an increase of 25,778 residents by the year 2045. If it is conservatively assumed that all of the estimated new employment opportunities (net increase of 277 positions) are filled by individuals that move to the City, this would represent approximately 1.1% of the anticipated increase in population in the City. Thus, the Project's net increase of approximately 277 employment opportunities would not induce substantial population growth (direct or indirect) that has not been planned. Additionally, the Project would not result in an extension of infrastructure that would result in unplanned induced or cumulatively considerable development. As such, the Project would not cause a cumulatively considerable impact related to population.

#### **4.12.6 MITIGATION MEASURES**

The Project would not result in significant impacts related to population and housing and no mitigation is required.

#### **4.12.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Project impacts related to population and housing would be less than significant.

#### **4.12.8 REFERENCES**

California Department of Finance (DOF). 2020. *Table E-1 Population Estimates*. Accessed October 4, 2020. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/>

California Employment Development Department (EDD). 2021. *Monthly Labor Force Data for Cities and Census Designated Places (CDP)*. Accessed January 4, 2021. Available at: <https://www.labormarketinfo.edd.ca.gov/cgi/dataanalysis/AreaSelection.asp?tableName=labforce>

Rancho Cucamonga, City of. 2010a (May 19). *Rancho Cucamonga General Plan*. Available at: <https://www.cityofrc.us/community-development/planning>.

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Southern California Association of Governments (SCAG). 2019 (May). *Profile of the City of Rancho Cucamonga*. Available: <https://www.scag.ca.gov/Documents/RanchoCucamonga.pdf>

———. 2020 (September 3). *Connect SoCal (The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments) – Demographics and Growth Forecast Technical Report*. Available: [https://www.connectsocial.org/Documents/Adopted/fConnectSoCal\\_Demographics-And-Growth-Forecast.pdf](https://www.connectsocial.org/Documents/Adopted/fConnectSoCal_Demographics-And-Growth-Forecast.pdf)

Strategic Economics and MIG. 2015 (February). *Economic Development Strategic Plan, City of Rancho Cucamonga*.

United States Bureau of Labor Statistics. 2020 (March 30). *May 2019 Metropolitan and Nonmetropolitan Area Occupational Employment and Wage Estimates Riverside-San Bernardino-Ontario, CA*. Available: [https://www.bls.gov/oes/current/oes\\_40140.htm#47-0000](https://www.bls.gov/oes/current/oes_40140.htm#47-0000)

### **4.13 TRANSPORTATION**

This section assesses transportation impacts resulting from implementation of the Project. In accordance with Senate Bill (SB) 743, further discussed under Section 4.13.1, Existing Regulatory Setting, below, the California Natural Resources Agency (CNRA) adopted changes to the California Environmental Quality Act (CEQA) Guidelines in December 2018, which identify that starting on July 1, 2020, vehicle miles traveled (VMT) is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. The Rancho Cucamonga City Council adopted the *City of Rancho Cucamonga Traffic Impact Analysis Guidelines* in June 2020 (Fehr & Peers, 2020). The purpose of the City's Traffic Impact Analysis Guidelines is to provide general instructions for analyzing the potential transportation impacts pursuant to CEQA, and for conducting LOS analysis consistent with the City's General Plan requirements. These guidelines present the recommended format and methodology that should generally be utilized in the preparation of project-specific traffic impact analysis reports. With respect to the CEQA-required VMT analysis, the *Bridge Point Rancho Cucamonga Vehicle Miles Traveled (VMT) Assessment* (VMT Assessment) (March 2021) (Urban Crossroads, 2021a) is provided in Appendix L1 of this Draft Environmental Impact Report (EIR).

Transportation and circulation information to support the analysis in this section is also presented in the *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo, City of Rancho Cucamonga* (Traffic Memo) (April 2021) (Urban Crossroads, 2021b). Information from the Traffic Memo is also used as the basis for addressing other potential Project impacts (e.g., air quality and health risk, greenhouse gas emissions, noise, etc.), as discussed in the respective sections of this Draft EIR.

In response to the Notice of Preparation (NOP), comment letters were received from the California Department of Transportation (Caltrans) and the Inland Empire Biking Alliance addressing the analysis of potential transportation impacts, as summarized below and presented in the NOP comments included in Appendix A of this Draft EIR:

- **Caltrans.** Caltrans identified that a Traffic Impact Analysis should be prepared to evaluate impacts on State facilities. Caltrans suggests that local streets should be designed to serve vehicular and pedestrian circulation equally, and to consider design standards and requirements that address accessibility and multi-modal circulation. Additionally, Caltrans suggests that preferential parking for vanpools, carpools, bicycles, and low-emitting, fuel-efficient, alternative-fueled vehicles be located in areas accessible to office areas, and that installation of electric-vehicle charging stations should be considered.'
- **Inland Empire Biking Alliance.** The Inland Empire Biking Alliance identified that the safety of bicyclists traveling along existing and proposed streets adjacent to the Project site should be addressed in the Draft EIR.

### 4.13.1 RELEVANT POLICIES AND REGULATIONS

#### A. State of California

Senate Bill 743, which was codified in Public Resources Code (PRC) Section 21099, requires changes to CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to PRC Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” To that end, in developing the criteria, the State of California Governor’s Office of Planning and Research (OPR) proposed, and the CNRA certified and adopted changes to the CEQA Guidelines in December 2018, which entailed changes to the thresholds of significance for the evaluation of impacts to transportation. Pursuant to SB 743 and PRC Section 21099, the requirement for analyzing congestion impacts for CEQA purposes was eliminated in December 2018. Therefore, an analysis of congestion impacts, including analysis of impacts related to the LOS of the circulation system, is not provided in this Section.

The updated CEQA Guidelines include the addition of CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile VMT as the metric. As identified in Section 15064.3(b)(4) of the CEQA Guidelines, a lead agency has the discretion to choose the most appropriate methodology to evaluate a project’s VMT. Beginning July 1, 2020, the provisions of CEQA Guidelines Section 15064.3 apply statewide. As previously discussed, the Rancho Cucamonga City Council adopted Traffic Impact Analysis Guidelines in June 2020.

#### B. Regional

##### 1. *SCAG Regional Transportation Plan/Sustainable Communities Strategy*

As further discussed in Section 4.10, Land Use and Planning, of this Draft EIR, the Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project area is within SCAG’s regional authority. As discussed in Section 4.10 of this Draft EIR, on April 7, 2016, SCAG adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) to address the region’s future needs for “mobility, economy, and sustainability” (SCAG, 2016). The 2016-2040 RTP/SCS combines the need for mobility with a “sustainable future” through a reduction in the amount of emissions produced from transportation sources. On September 4, 2020, SCAG’s Regional Council adopted *Connect SoCal* (the 2020 - 2045 RTP/SCS) (SCAG, 2020). *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. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. *Connect SoCal* also recognizes the opportunities and challenges that come with goods movement, and includes a focus on its rapidly changing nature.

As with the 2016-2040 RTP/SCS, *Connect SoCal* includes a Transportation System Goods Movement Technical Report. This report presents a broad overview of goods movement in Southern California by defining what the goods movement system is, including its most critical components; highlighting its importance and connections to the economy and local industrial sectors; summarizing international and domestic trade flows and their relations to the region; addressing environmental and air quality issues; articulating a regional vision and how it can be achieved; and illustrating the path to 2045 by promoting an effective set of regional strategies.

In April 2018, SCAG published *Industrial Warehousing in the SCAG Region* (SCAG, 2018). According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, state highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet of warehouse building space, and undeveloped land that could accommodate an additional 338 million square feet of new warehouse building space. These regions attract robust logistics activities, and are a major reason why the region is a critical mode in the global supply chain.

## 2. Congestion Management Program

Within the SCAG region, there are five Congestion Management Agencies (CMAs) that have the responsibility of preparing the CMP for their respective county. In its role as San Bernardino County's CMA, the San Bernardino County Transportation Authority (SBCTA) prepares, monitors, and periodically updates the San Bernardino County Congestion Management Program (CMP) to meet federal Congestion Management Process requirements and the County's Measure I program. The *San Bernardino County Congestion Management Program 2016 Update* (2016 CMP) is the current version of the SANBAG CMP (SANBAG, 2016).

The 2016 CMP identifies goals of the program, defines legal requirements, provides other background information and describes each individual element, component, and requirement of the program. Transportation-related goals that are applicable to individual development projects, such as the currently proposed Project are addressed under Threshold a in Section 4.13.4, Environmental Impacts, below. The San Bernardino County 2016 CMP also incorporates the goals of the SCAG 2016-2040 RTP/SCS, which were previously discussed in Section 4.10 of this Draft EIR.

The 2016 CMP also 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 transportation system, and technical justification for the approach. The CMP outlines the level of service analysis procedures and guidelines for preparing TIA reports for development projects. Although no longer required for determining Project impacts pursuant to CEQA, the Traffic Memo for the Project uses parameters provided in the CMP for San Bernardino County.

### 3. *Measure I*

In 2004, the voters of San Bernardino County approved the 30-year extension of Measure I, a one-half of one percent sales tax on retail transactions, through the year 2040, for transportation projects including, but not limited to, infrastructure improvements, commuter rail, public transit, and other identified improvements. The Measure I extension requires that a regional traffic impact fee be created to ensure development is paying its fair share. A regional Nexus study was prepared by the SBCTA and concluded that each jurisdiction should include a regional fee component in their local programs in order to meet the Measure I requirement. The regional component assigns specific facilities and cost sharing formulas to each jurisdiction and was most recently updated in November 2011. Revenues collected through these programs are used in tandem with Measure I funds to deliver projects identified in the Nexus Study. While Measure I is a self-executing sales tax administered by SBCTA, the funds raised through Measure I have funded in the past and will continue to fund new transportation facilities in San Bernardino County.

#### C. *City of Rancho Cucamonga*

##### 1. *Rancho Cucamonga General Plan Community Mobility Chapter*

The Community Mobility Chapter of the Rancho Cucamonga General Plan addresses all means of mobility. This Chapter addresses both conventional transportation issues related to vehicular use of the local roadway network and the integration of alternative transportation methods such as mass transit, bicycle and pedestrian networks, and equestrian and hiking trails. It establishes the concept of “Complete Streets,” which is a balanced, citywide circulation system that accommodates all users and all transportation modes. This Chapter is divided into the following sections:

- Community Mobility: The Street System
- Transit
- Increasing Bicycle Use
- Accommodating Pedestrians
- Freight and Goods Movement
- Aviation
- Related Transportation Plans

4<sup>th</sup> Street is designated as a Major Divided Arterials on the City’s Circulation Plan (Figure CM-2 of the Community Mobility Chapter), and 6<sup>th</sup> Street is designated a Secondary Arterial. Adjacent to the Project site, 4<sup>th</sup> Street is also identified as a Primary Transit Corridor/Station (Bus Rapid Transit) (Figure CM-4 of the Community Mobility Chapter), which is a street that is expected to carry the highest levels of transit service, particularly regional service, with the most bus routes and the highest frequency of service.

Figure CM-7, Bicycle Plan, identifies a Class II bike lanes (on-street striped) on 4<sup>th</sup> Street and 6<sup>th</sup> Street, which would ultimately connect to an existing Class II bike lane along Milliken Avenue to the west, and a planned Class II bike lane along Etiwanda Avenue to the east. Figure CM-8, Truck Routes,



identifies 6<sup>th</sup> Street, Etiwanda Avenue, and Foothill Boulevard as truck routes. Trucks routes are adopted by ordinance, as further discussed below.

## 2. *Rancho Cucamonga Municipal Code*

### Citywide System Fees for Transportation Development

Chapter 3.28 of the City's Municipal Code contains the ordinance that implements the City's General Plan Circulation Element and sets the development impact fee (DIF) program for new development and redevelopment. This regulation establishes the fair-share costs for new development and redevelopment to finance the construction of public improvements.

The City Council is required, in a City Council resolution, to set forth the specific amount of the fee; describe the benefit and impact area on which the development fee is imposed; list the Nexus Improvement Program and its components specifying the public improvements to be financed; describe the estimated cost of the facilities; describe the reasonable relationship between this fee and the various types of new developments; and set forth time of payment. On an annual basis, the City Council reviews this fee to determine whether the fee amounts are reasonably related to the impacts of developments and whether the described public facilities are still needed. The current Transportation DIF fees were adopted by City Council Resolution No. 2020-005 and have been effective since April 20, 2020.

The revenues raised by payment of the city-wide development transportation fees for the Nexus Improvement Program shall be placed in separate and special accounts according to each Nexus Improvement Program component, realizing that the railroad crossings and traffic signal components are part of and are to be placed in the city backbone component account, and such revenues, along with any interest earnings on that account, shall be used solely to:

- Pay for the City's future construction of facilities described in the City Council resolution or to reimburse the City for those described or listed facilities it constructs with funds advanced by the City from other sources or
- Reimburse developers who have been required or permitted to install listed facilities on the Nexus Improvement Program.

### Truck Routes and Restrictions

Chapter 10.56, Truck Routes and Restrictions, of the City's Municipal Code identifies unrestricted truck routes, restricted truck routes, and terminal access routes in the City of Rancho Cucamonga. Relevant to the Project, and as described in Section 10.56.10 of the City's Municipal Code, the following roadways in the vicinity of the Project site are unrestricted truck routes: all streets in the area defined by the Industrial Area Specific Plan (IASP) as the industrial district (including 6<sup>th</sup> Street), 4<sup>th</sup> Street from the west City limits to the east City limits (including the segment adjacent to the Project site), Foothill Boulevard from the west City limits to the east City limits, and Etiwanda Avenue from 4<sup>th</sup> Street to Foothill Boulevard. It should be noted that nothing in this section prohibits the ingress and

egress from a designated unrestricted truck route by vehicles and vehicle combinations onto a City street when necessary for the purpose of making pickups or deliveries of goods; wares and merchandise from or to any building or structure located on a City street; or for the purpose of delivering materials to be used in the repair, alteration, remodeling or construction of any building or structure upon a City street for which a building permit has previously been obtained.

#### Transportation Demand Management

Chapter 17.78, Transportation Demand Management, of the City's Development Code encourages employers to implement programs to help reduce the use of single-occupancy vehicles. Relevant to the Project, developments subject to the TDM Ordinance include Light Industrial uses with 250,000 sf, or more. The ordinance requires the provision of passenger loading areas; preferential parking for carpool and vanpool vehicles; shower and locker facilities; video conferencing; and any two of the following: ridesharing program, leasing of vans, company fleet cars, subsidized transit passes and modified work hours.

#### Streets, Sidewalks and Public Places

Title 12 of the Rancho Cucamonga Municipal Code regulates activities on streets, sidewalks, and other public places. Chapter 12.03 requires that an encroachment permit be obtained prior to construction on public rights-of-way to protect public improvements and reduce hazards to the public. Chapter 12.08 requires the improvement of the one-half of the street abutting a parcel as part of the development or improvement of the parcel, along with the dedication of the street right-of-way to the City upon completion of improvements. Street improvements (including sidewalks curbs, gutters, street trees, street lighting, street paving, and drainage structures) should be made to meet City standards. Chapter 12.20 calls for the construction of complete street infrastructure (e.g., bicycle lanes, sidewalks, street crossings, and planting strips) in public and private street projects or the improvement of streets to increase the safety and convenience of pedestrians, bicyclists, and public transportation users.

#### ***D. City of Ontario***

The Project site is bordered by the City of Ontario to the south; 4<sup>th</sup> Street forms the jurisdictional boundary between the cities of Rancho Cucamonga and Ontario. Since the Project site is not located in the City of Ontario, the land use regulations of the City of Ontario do not apply and the following information is provided for informational purposes to provide context for the discussion of transportation issues.

The Ontario Plan is the City's policy document for regulating land use and development in the City. It articulates the City's Vision for the future that is founded on dynamic balance, a prosperous economy, distinctive development, and recognized leadership. The Governance Manual includes a set of high-level governance principles with long-term value as well as Vision-driven goals and broad policies. Among other topics, the Policy Plan states the City's long-term goals, principles, and policies for mobility. The Mobility Element addresses the roadway system, bicycles and pedestrians, public transit, goods movement, regional transportation, and airport environs. Relevant to the Project, Figure M-2,

Functional Roadway Classification Plan, of the Mobility Element identifies 4<sup>th</sup> Street as a 6-lane Principal Arterial, and Figure M-5, Truck Routes, identifies 4<sup>th</sup> Street as a truck route.

#### **4.13.2 EXISTING SETTING**

##### **A. Regional and Local Roadway Circulation System**

As identified in the Rancho Cucamonga General Plan EIR, there are two primary transportation facilities located within the Project area: Interstate 15 (I-15) and Interstate 10 (I-10). I-15 traverses north to south through the City. I-10 is a facility located south of the City that traverses east to west. Figure 4.13-1, Existing Circulation System, depicts the existing circulation system (e.g., number of lanes, divided or undivided roadway, etc.). Under existing conditions, regional access to the Project area is provided via I-15. Local access to the Project area is currently provided from 4<sup>th</sup> Street south of the Project site and 6<sup>th</sup> Street north of the Project site.

##### **B. Truck Routes**

The City of Rancho Cucamonga truck routes are shown on Figure 4.13-2, City of Rancho Cucamonga Truck Routes (City of Rancho Cucamonga, 2020). 4<sup>th</sup> Street, 6<sup>th</sup> Street, Etiwanda Avenue, Arrow Route, and Foothill Boulevard (SR-66) are designated as truck routes within the City of Rancho Cucamonga. 6<sup>th</sup> Street is shown as a through street in the City's General Plan Circulation Element truck routes map.

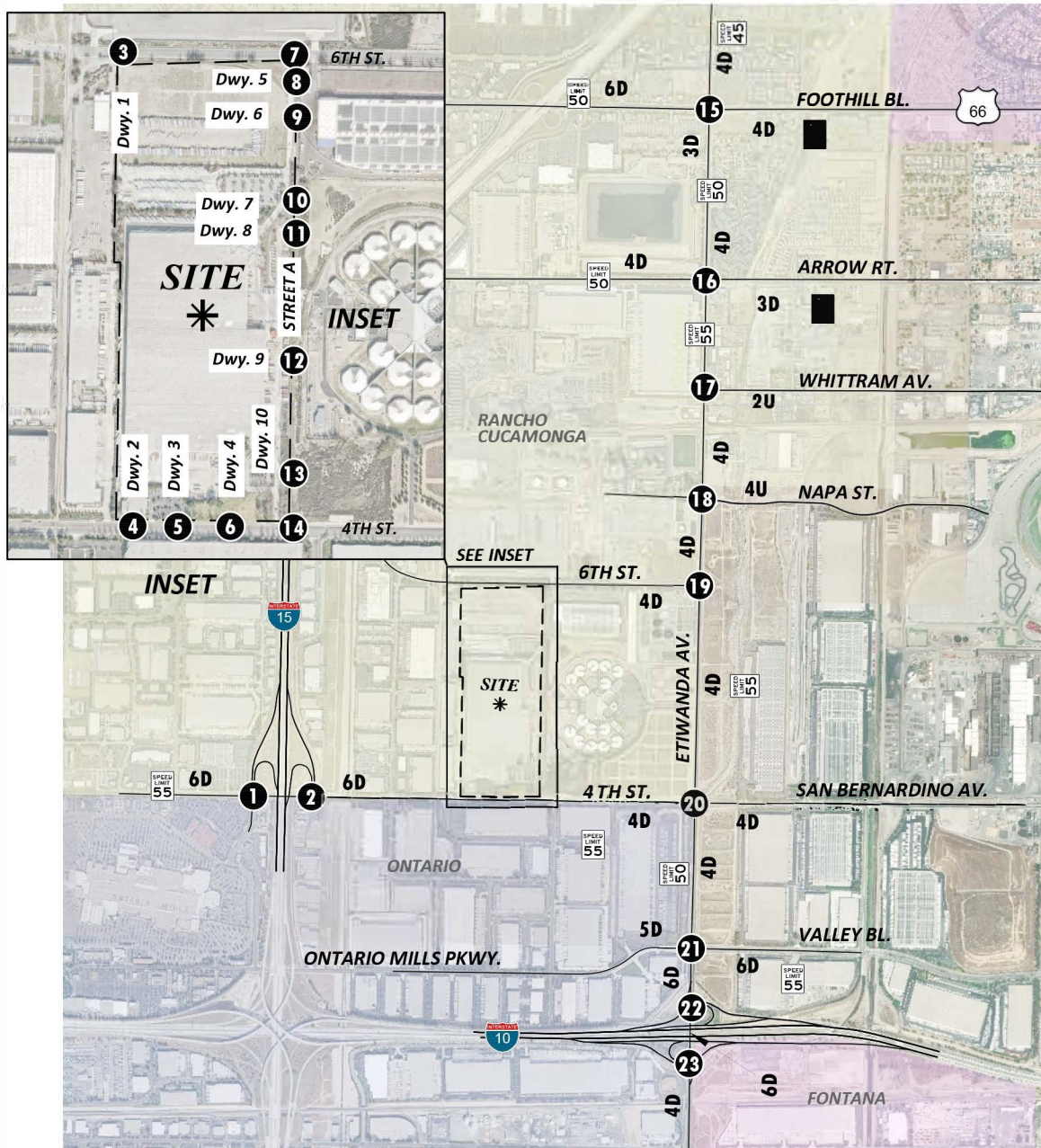
4<sup>th</sup> Street, San Bernardino Avenue, and Etiwanda Avenue are designated as truck routes within the City of Ontario and City of Fontana.

##### **C. Transit Service**

As shown in the VMT Assessment (included in Appendix L1 of this Draft EIR), the majority of the Project site is within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”<sup>1</sup> or an existing stop along a “high-quality transit corridor”<sup>2</sup>), because 4<sup>th</sup> Street is a high-quality transit corridor. Transit service in the Project area is provided by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. As shown in Figure 4.13-3, Existing Transit Routes, existing Omnitrans routes travel along 4<sup>th</sup> Street/San Bernardino Avenue (Route 61), Foothill Boulevard (SR-66) (Route 66), and the I-10 Freeway (Route 290) (City of Rancho Cucamonga, 2020). The existing Omnitrans Route 61 would likely serve the Project as it provides service along 4<sup>th</sup> Street (west of the Project site)/San Bernardino Avenue (east of the Project site). Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

<sup>1</sup> Per Public Resources Code Section 21064.3, “major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

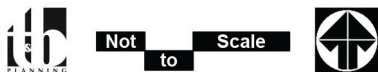
<sup>2</sup> Per Public Resources Code Section 21155, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.



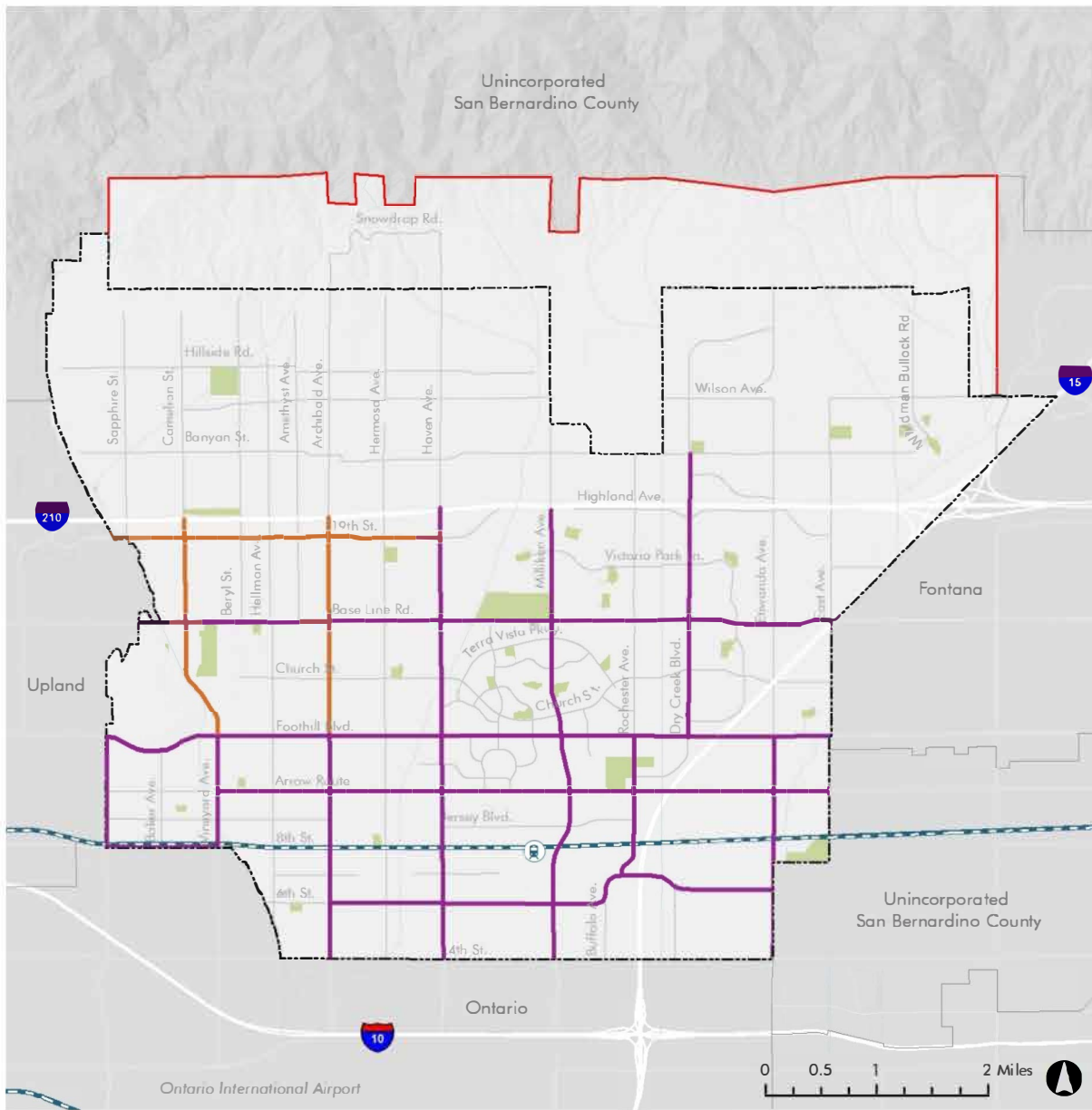
**LEGEND:**

- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- = SPEED LIMIT (MPH)

Figure 4.13-1



Existing Circulation System

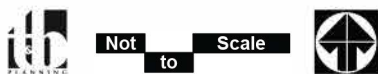


Fehr & Peers, 2020 | Sources: City of Rancho Cucamonga, 2019.



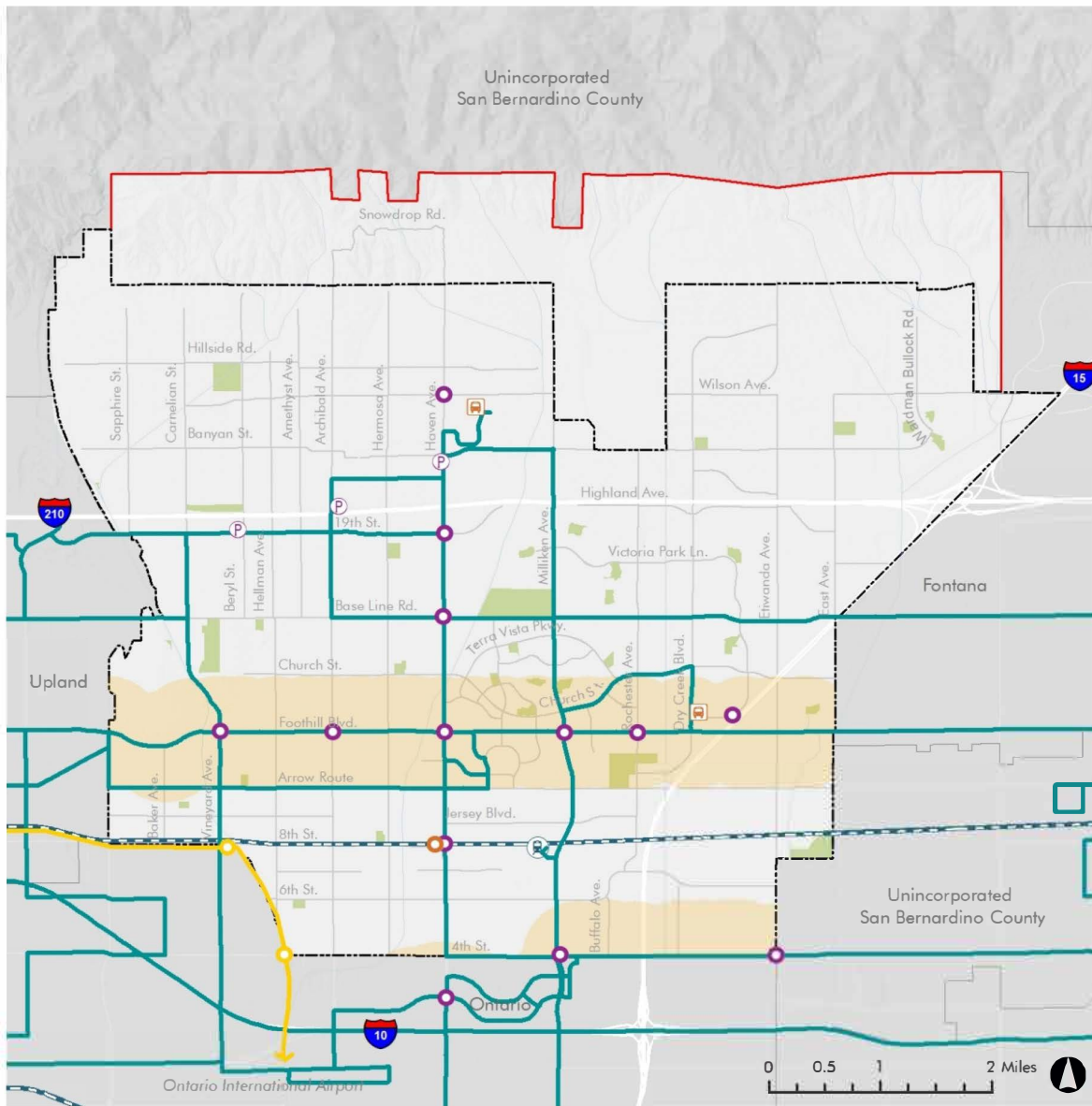
Source(s): Plan RC - Community Mobility Existing Conditions Report (May 2020)

Figure 4.13-2



### City of Rancho Cucamonga Truck Routes



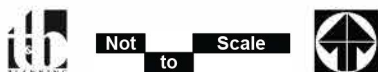


Fehr & Peers, 2020 | Sources: City of Rancho Cucamonga, 2019; SBCTA, 2020.

- |   |                               |                       |                              |
|---|-------------------------------|-----------------------|------------------------------|
|   | Bus Routes                    | Transit Priority Area | Rancho Cucamonga City Limits |
| Transit Center                            | Rapid Transit Stops (Planned) | Park & Ride           | Sphere of Influence          |
| Potential Relocation of Metrolink Station | Metrolink Station             | Metrolink             | Adjacent City Limits         |
| Potential Gold Line Station               | Parks                         | Waterways             |                              |
| Potential Gold Line                       |                               |                       |                              |

Source(s): Plan RC - Community Mobility Existing Conditions Report (May 2020)

Figure 4.13-3



Existing Transit Routes

## **D. Bicycle and Pedestrian Facilities**

### ***1. Bicycle Facilities***

To promote alternative modes of transportation, the City of Rancho Cucamonga maintains a bike plan depicting existing and proposed bicycle facilities (refer to Figure 4.13-4, Bicycle Facilities) (City of Rancho Cucamonga, 2020). As shown, there are existing Class II bike lanes along 4<sup>th</sup> Street, 6<sup>th</sup> Street (shown as a through street on the City's General Plan Circulation Element), Milliken Avenue, Arrow Route, and Foothill Boulevard (SR-66), and planned Class II bike lanes along Etiwanda Avenue.

In the City of Ontario, a bicycle corridor is identified along Ontario Mills Parkway from Etiwanda Avenue to Haven Avenue. In the City of Fontana, Class II bicycle lanes are partially existing and proposed along Etiwanda Avenue, and Class II bicycle lanes are proposed along 4<sup>th</sup> Street and 6<sup>th</sup> Street.

### ***2. Pedestrian Facilities***

Existing pedestrian facilities in the vicinity of the Project site are shown on Figure 4.13-5, Existing Pedestrian Facilities. There are existing sidewalks along portions of Ontario Mills Parkway, Valley Boulevard, Etiwanda Avenue, 4<sup>th</sup> Street, San Bernardino Avenue, 6<sup>th</sup> Street, Arrow Route, and Foothill Boulevard (SR-66) within the Traffic Memo study area.

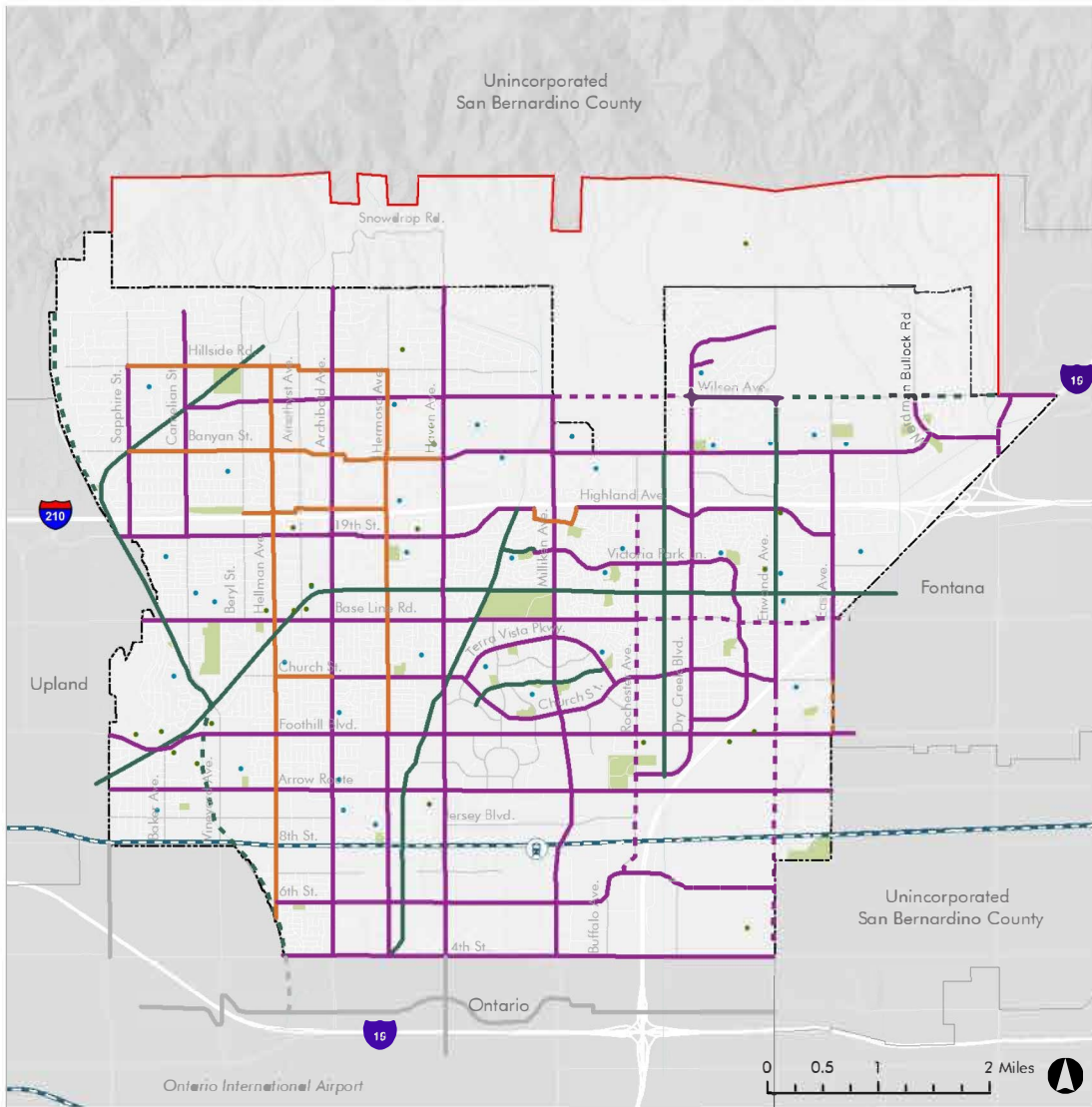
## **E. Freight Rail Service**

The BNSF railroad extends in a north-south direction west of the Project site and is used for freight service. There is an existing rail spur that extends across 4<sup>th</sup> Street and 6<sup>th</sup> Street west of the Project site. Records kept by the DOT's Federal Railroad Administration indicate that in 2019 there were no through trains during the daytime (6:00 AM to 6:00 PM) or night time hours (6:00 PM to 6:00 AM) along these segments of the railroad (FRA, 2020).

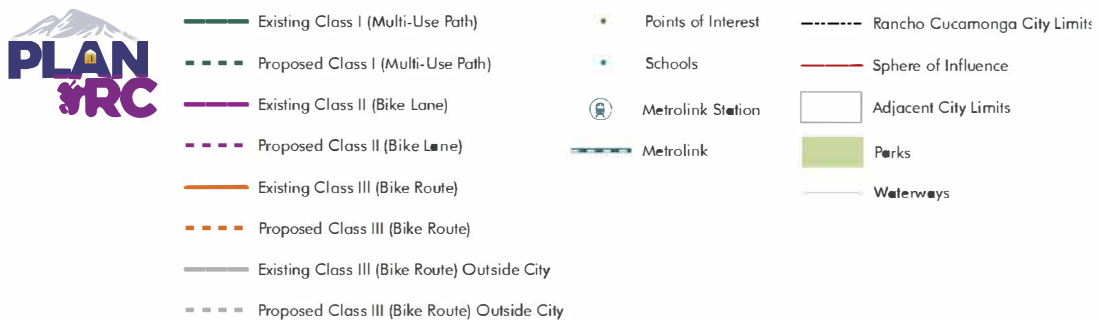
## **F. Trip Generation**

The Project site is developed with a 1,431,000 square foot warehouse and a 23,240 square foot retail building. As such, when determining the net trip generation for the Project, trips associated with the existing uses have been subtracted from the number of trips that would be generated by the Project. In order to develop the traffic characteristics of the Project, the trip generation rates used are based upon information collected by the Institute of Transportation Engineers (ITE). The ITE Trip Generation Manual is a nationally recognized source for estimating site-specific trip generation. As further described in the Traffic Memo, the trip generation rates used for the existing buildings and the Project are based upon data collected by ITE as provided in their Trip Generation Manual, (10<sup>th</sup> Edition, 2017 & 10<sup>th</sup> Edition Supplement, 2020) and are presented in Table 4.13-1, Existing Use and Project Trip Generation Rates. The estimated trip generation for the existing buildings is provided in Table 4.13-2, Existing Use and Project Trip Generation Summary, and apply the trip generation rates for a high-cube



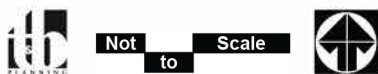


Fehr & Peers, 2020 | Sources: City of Rancho Cucamonga, 2015.

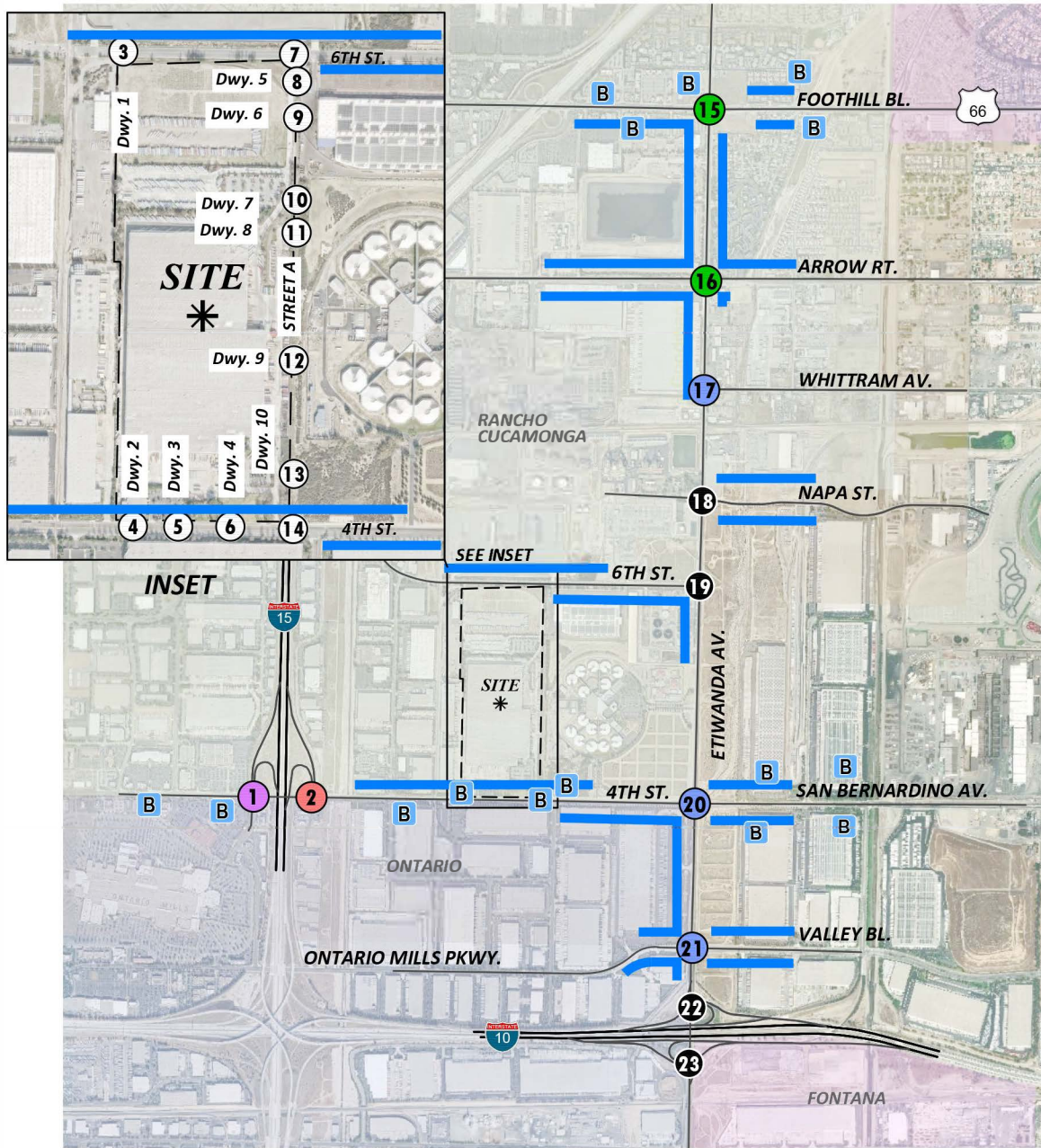


Source(s): Plan RC - Community Mobility Existing Conditions Report (May 2020)

Figure 4.13-4



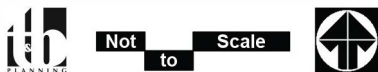
**Bicycle Facilities**



**LEGEND:**

- = SIDEWALK
- B = BUS STOP
- = NO CROSSWALK
- = FUTURE INTERSECTION
- = CROSSWALK ON ALL APPROACHES
- = CROSSWALK ON THREE APPROACHES
- = CROSSWALK ON TWO APPROACHES
- = CROSSWALK ON ONE APPROACH

Figure 4.13-5



Not to Scale

**Existing Pedestrian Facilities**

**Table 4.13-1 Existing Use and Project Trip Generation Rates**

Land Use <sup>1</sup>	Units <sup>2</sup>	ITE LU	AM Peak Hour			PM Peak Hour			Daily
		Code	In	Out	Total	In	Out	Total	
<b>Actual Vehicles:</b>									
High-Cube Transload and Short-Term Storage Warehouse (Without Cold Storage) <sup>3</sup>	TSF	154	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars:			0.049	0.015	0.064	0.024	0.060	0.084	1.176
Trucks:			0.012	0.004	0.016	0.004	0.012	0.016	0.224
High-Cube Fulfillment Center (Non-Sort) <sup>3</sup>	TSF	155	0.122	0.029	0.150	0.062	0.098	0.160	1.810
Passenger Cars:			0.111	0.026	0.137	0.058	0.091	0.149	1.620
Trucks:			0.011	0.003	0.014	0.004	0.007	0.011	0.190
High-Cube Cold Storage Warehouse <sup>3</sup>	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
Passenger Cars:			0.062	0.018	0.080	0.025	0.067	0.092	1.378
Trucks:			0.023	0.007	0.030	0.007	0.020	0.028	0.742
Free-Standing Discount Store	TSF	815	0.807	0.363	1.170	2.415	2.415	4.830	53.120
<b>Passenger Car Equivalent (PCE):<sup>4</sup></b>									
High-Cube Transload and Short-Term Storage Warehouse (Without Cold Storage) <sup>3</sup>	TSF	154	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars:			0.049	0.015	0.064	0.024	0.060	0.084	1.176
Trucks:			0.031	0.009	0.041	0.011	0.029	0.041	0.570
High-Cube Fulfillment Center (Non-Sort) <sup>3</sup>	TSF	155	0.122	0.029	0.150	0.062	0.098	0.160	1.810
Passenger Cars:			0.111	0.026	0.137	0.058	0.091	0.149	1.620
Trucks:			0.028	0.007	0.034	0.011	0.017	0.028	0.483
High-Cube Cold Storage Warehouse <sup>3</sup>	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
Passenger Cars:			0.062	0.018	0.080	0.025	0.067	0.092	1.378
Trucks:			0.054	0.016	0.070	0.018	0.048	0.065	1.758

<sup>1</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017) & 10th Edition Supplement (2020).

<sup>2</sup> TSF = thousand square feet

<sup>3</sup> Vehicle Mix Source: ITE Trip Generation Handbook Supplement (2020), Appendix C.

Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

<sup>4</sup> PCE factors per SBCTA CMP: 2-axle = 1.5; 3-axle = 2.0; 4+-axle = 3.0.

Source: (Urban Crossroads, 2021b)

**Table 4.13-2 Existing Use and Project Trip Generation Summary**

Land Use	Quantity	Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>Existing Trip Generation Summary (Actual Vehicles)</b>									
High-Cube Transload and Short-Term Storage Warehouse (Without Cold Storage) (ITE Code 154)	1,431,000	TSF							
Passenger Cars:			71	21	92	34	87	121	1,684
2-axle Trucks:			3	1	4	1	3	4	54
3-axle Trucks:			4	1	5	1	3	4	66
4+-axle Trucks:			11	3	14	4	10	14	202
Total Trucks:			18	5	23	6	16	22	322
<b>Transload Warehouse Total Trips (Actual Vehicles)<sup>2</sup></b>									
			<b>89</b>	<b>26</b>	<b>115</b>	<b>40</b>	<b>103</b>	<b>143</b>	<b>2,006</b>
Free-Standing Discount Store (ITE Code 815)	23,240	TSF	19	8	27	56	56	112	1236
Pass-by Reduction (PM/Daily = 17%): <sup>3</sup>			0	0	0	-10	-10	-20	-210
Free-Standing Discount Store Total Trips (Actual) <sup>2</sup>			19	8	27	46	46	92	1,026
Total Passenger Cars			90	29	119	80	133	213	2,710
Total Trucks (Actual Vehicles)			18	5	23	6	16	22	322
<b>TOTAL TRIPS (Actual)<sup>2</sup></b>			<b>108</b>	<b>34</b>	<b>142</b>	<b>86</b>	<b>149</b>	<b>235</b>	<b>3,032</b>
<b>Existing Trip Generation Summary (PCE)</b>									
High-Cube Transload and Short-Term Storage Warehouse (Without Cold Storage)	1,431,000	TSF							
Passenger Cars:			71	21	92	34	87	121	1,684
2-axle Trucks:			4	1	5	2	4	6	80
3-axle Trucks:			7	2	9	3	7	10	134
4+-axle Trucks:			33	10	43	12	31	43	602
Total Trucks:			44	13	57	17	42	59	816
<b>Transload Warehousing Total Trips (PCE)<sup>2</sup></b>									
			<b>115</b>	<b>34</b>	<b>149</b>	<b>51</b>	<b>129</b>	<b>180</b>	<b>2,500</b>
Free-Standing Discount Store	23,240	TSF	19	8	27	56	56	112	1236
Pass-by Reduction (PM/Daily = 17%): <sup>3</sup>			0	0	0	-10	-10	-20	-210
Free-Standing Discount Store Total Trips (Actual) <sup>2</sup>			19	8	27	46	46	92	1,026
Total Passenger Cars			90	29	119	80	133	213	2,710
Total Trucks (PCE)			44	13	57	17	42	59	816
<b>TOTAL TRIPS (PCE)<sup>2</sup></b>			<b>134</b>	<b>42</b>	<b>176</b>	<b>97</b>	<b>175</b>	<b>272</b>	<b>3,526</b>

<sup>1</sup> TSF = thousand square feet

<sup>2</sup> TOTAL TRIPS = Passenger Cars + Truck Trips.

<sup>3</sup> Source: ITE Trip Generation Handbook, 3rd Edition, 2017.  
 (Urban Crossroads, 2021b)



and short-term storage warehouse without cold storage (ITE Land Use Code 154) to the existing warehouse building, and the trip generation rates for a free-standing discount store (ITE Land Use Code 815) to the existing retail building. The method for determining trip generation and the trip generation rates for the existing and proposed uses are presented in Section 4.13.4 below.

As shown, it is estimated that the existing uses would generate approximately 3,032 actual trip ends per day (average daily trips [ADT]), 142 actual AM peak hour trips and 235 actual PM peak hour trips. With adjustments for converting trucks to passenger car equivalents, it is estimated the existing uses generate 3,526 ADT, 176 AM peak hour trips and 282 PM peak hour trips.

#### 4.13.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on transportation if it will:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- 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); and
- Result in inadequate emergency access.

#### 4.13.4 ENVIRONMENTAL IMPACTS

##### A. Regulatory Requirements

The Project is required to adhere to the following regulatory requirements.

**RR 13-1** During construction activities, work within streets, sidewalks, and public places shall comply with: (1) Title 12.03, Public Improvement Construction, of the City of Rancho Cucamonga Municipal Code, which requires an encroachment permit from the City and adherence to the current edition of *The Standard Specifications for Public Works Construction* (Green Book), and (2) the *California Manual on Uniform Traffic Control Devices* (MUTCD). Application for the permit shall be made as part of the respective plan check process and prior to any work on public areas or rights-of-way.

**RR 13-2** In accordance with Chapter 3.28, City-Wide System Fees for Transportation Development, of the City of Rancho Cucamonga Municipal Code, prior to the issuance of each building permit, the Property Owner/Developer shall pay applicable city-wide transportation development impact fees to the satisfaction of the City Engineering Department.

**RR 13-3** The Property Owner/Developer shall comply with Chapter 17.78, Transportation Demand Management, of the City of Rancho Cucamonga Development Code, which

requires the provision of amenities or programs to encourage the use of alternative modes of travel by employees; patrons; and visitors of commercial, industrial, office, and mixed use developments. These may include, but are limited to shower facilities, preferred parking, bicycle storage, video conference facilities, transit improvements, and other measures to reduce vehicle trips in the City. These facilities shall be shown in the site improvement and building plans submitted to the City during the permit process.

**RR 13-4** In accordance with Chapter 10.56, Truck Routes and Restrictions, of the City of Rancho Cucamonga Municipal Code, commercial vehicles and vehicle combinations described in Sections 35400 and 35401 of the California Vehicle Code, or their successor provisions, and vehicles which exceed a maximum gross weight of three tons shall use designated truck routes. Non-designated truck routes shall be used only as necessary for the purpose of making pickups or deliveries of goods, wares, and merchandise from or to any building or structure located on a city street or for the purpose of delivering materials to be used in the repair, alteration, remodeling, or construction of any building or structure upon a city street for which a building permit has previously been obtained.

**RR 13-5** Work in the public right-of-way along 4<sup>th</sup> Street in the City of Ontario shall comply with Title 7, Chapter 3, Public Rights-of-Way, of the City of Ontario Municipal Code, which requires an encroachment permit from the City. Application for the permit shall be made as part of the respective plan check process and prior to any work on public areas or rights-of-way.

***B. Trip Generation and Distribution***

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. Based on the proposed building design/site plan, it is anticipated that the proposed buildings would be operated as high-cube non-sort fulfillment center and cold storage warehouse uses. As further described in the Traffic Memo, the trip generation rates used for the proposed buildings are based upon data collected by ITE in their Trip Generation Manual (10th Edition, 2017 & 10<sup>th</sup> Edition Supplement, 2020) for the proposed high-cube non-sort fulfillment (ITE Land Use Code 155) and high-cube cold storage warehouse (ITE Land Use Code 157) uses (Urban Crossroads, 2021b). With respect to the trip generation for high-cube fulfillment center warehouses, ITE does not provide a vehicle mix for weekday daily trips. As such, the weekday daily vehicle mix was estimated based on the trip generation data for high-cube fulfillment center warehouse (sort). The percentage of trucks, by axle type, were obtained from the SCAQMD recommended truck mix. Trip generation rates for the Project are also shown in Table 4.13-1.

As identified, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different

truck types: 2-axle, 3-axle, and 4+-axle trucks. Passenger car equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (i.e., large 2-axes, 3-axes, 4 or more axes). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit (e.g., the passenger car). Consistent with the San Bernardino County CMP, a PCE factor of 1.5 has been applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement.

The estimated Project daily and peak hour trip generation by vehicle type (actual and PCE) with operation of the proposed buildings as 90% high-cube non-sort fulfillment center and 10% high-cube cold storage warehouse uses is shown in Table 4.13-3, Project Trip Generation Summary. The Project is estimated to generate a total of 4,008 actual vehicle trip-ends per day with 318 AM peak hour trips and 339 PM peak hour trips. When taking into consideration the trips associated with the existing industrial warehouse and retail building, the net new trips are 976 trip-ends per day with 176 AM peak hour trips and 104 PM peak hour trips. The Project is also estimated to generate a total of 1,278 PCE net new trip-ends per day with 189 PCE AM peak hour trips and 110 PCE PM peak hour trips.

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered in order to identify the route where the Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project site for both passenger cars and truck traffic. The trip distribution patterns are shown on Figure 4.13-6, Project Truck Trip Distribution - Inbound; Figure 4.13-7, Project Truck Distribution – Outbound; Figure 4.13-8(a and b), Project Passenger Car Trip Distribution - Inbound, and Figure 4.13-9(a and b), Project Passenger Car Distribution – Outbound.

The assignment of traffic from the Project to the adjoining roadway system is based on Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of occupancy of the Project.

As noted in Section 3.0, Project Description, a high-cube sort fulfillment center is not proposed as part of the Project, and the site plan as currently proposed does not support this on-site use. Nevertheless, to provide a conservative analysis, this Draft EIR also analyzes potential traffic-related impacts (e.g., air quality, energy, greenhouse gas emissions, off-site traffic noise, and transportation) associated with operation of the proposed buildings with 90% of the building area as a high-cube sort fulfillment center warehouse use and 10% of the building area as a high-cube cold storage warehouse use. The trip generation factors were based upon data collected by ITE in their Trip Generation Manual (10th Edition, 2017 & 10<sup>th</sup> Edition Supplement, 2020) for the proposed high-cube sort fulfillment center warehouse use (ITE Land Use Code 155) and high-cube cold storage warehouse use (ITE Land Use Code 157). The percentage of trucks, by axle type, were obtained from the SCAQMD recommended truck mix.

The 90% high-cube sort fulfillment center warehouse use and 10% high-cube cold storage warehouse use daily and peak hour trip generation by vehicle type (actual and PCE) is shown in Table 4.13-4, High-Cube Sort Fulfillment Center/High-Cube Cold Storage Warehouse Trip Generation Summary. As shown, there would be 13,070 actual vehicle trip-ends per day with 1,728 AM peak hour trips and

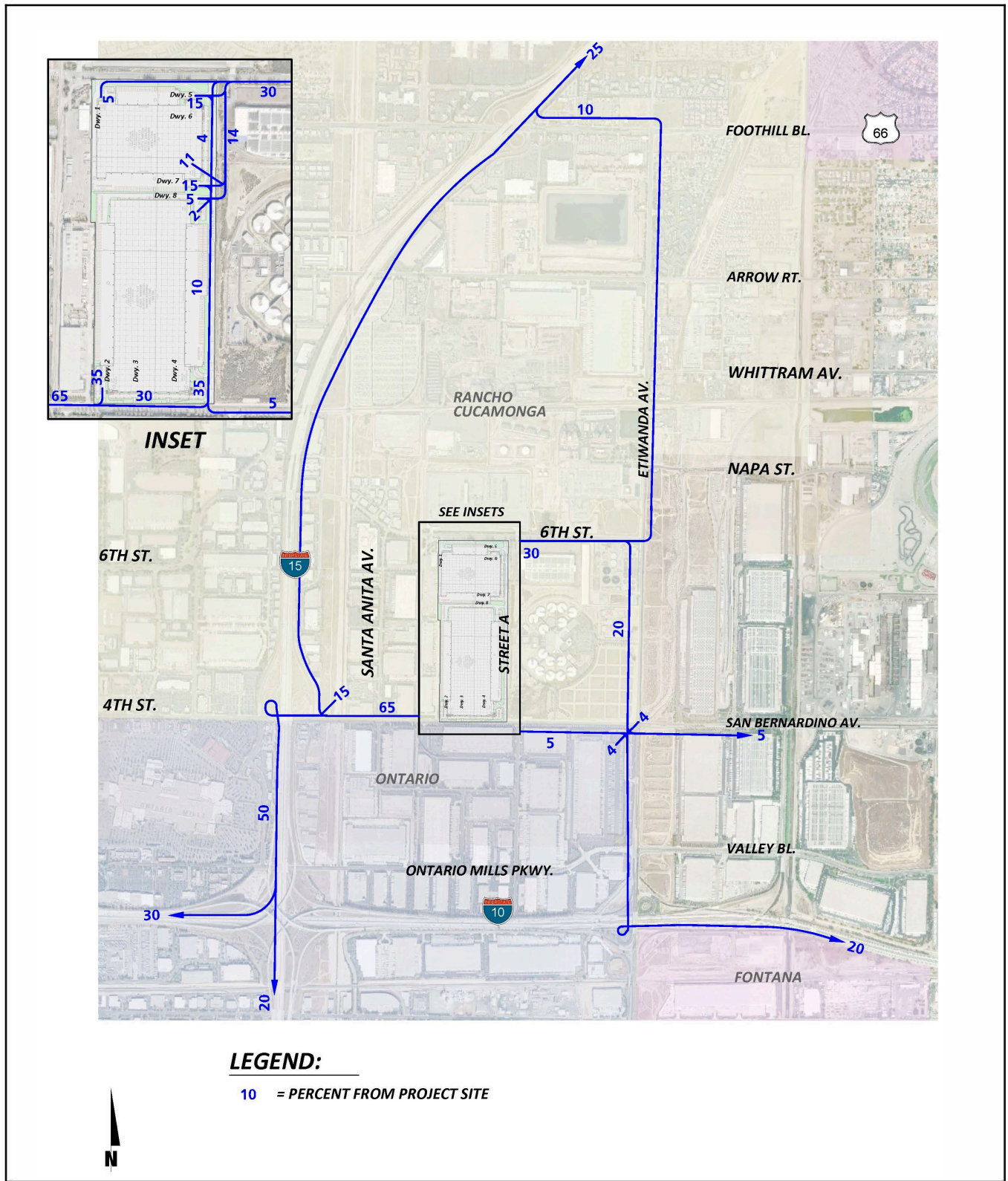


**Table 4.13-3 Project Trip Generation Summary**

Land Use	Quantity	Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>Project Trip Generation Summary (Actual Vehicles):</b>									
High-Cube Fulfillment (Non-Sort) (90%) (ITE Code 155)	1,957.500	TSF							
Passenger Cars:			216	51	267	114	178	292	3,172
2-axle Trucks:			4	1	5	1	2	3	62
3-axle Trucks:			4	1	5	2	3	5	78
4+-axle Trucks:			13	3	16	5	8	13	234
Total Trucks:			21	5	26	8	13	21	374
<b>Fulfillment Center Total Trips (Actual Vehicles)<sup>2</sup></b>			<b>237</b>	<b>56</b>	<b>293</b>	<b>122</b>	<b>191</b>	<b>313</b>	<b>3,546</b>
High-Cube Cold Storage (10%) (ITE Code 157)	217.500	TSF							
Passenger Cars:			13	4	17	5	15	20	300
2-axle Trucks:			2	1	3	1	2	3	56
3-axle Trucks:			1	0	1	0	0	0	18
4+-axle Trucks:			3	1	4	1	2	3	88
Total Trucks:			6	2	8	2	4	6	162
<b>Cold Storage Total Trips (Actual Vehicles)<sup>2</sup></b>			<b>19</b>	<b>6</b>	<b>25</b>	<b>7</b>	<b>19</b>	<b>26</b>	<b>462</b>
Total Project: Passenger Cars			229	55	284	119	193	312	3,472
Total Project: Trucks (Actual Vehicles)			27	7	34	10	17	27	536
<b>Total Project (Actual Vehicles)<sup>2</sup></b>			<b>256</b>	<b>62</b>	<b>318</b>	<b>129</b>	<b>210</b>	<b>339</b>	<b>4,008</b>
<b>Project Trip Generation Summary (PCE)</b>									
High-Cube Fulfillment (Non-Sort) (90%)	1,957.500	TSF							
Passenger Cars:			216	51	267	114	178	292	3,172
2-axle Trucks:			5	1	6	2	3	5	94
3-axle Trucks:			9	2	11	4	6	10	154
4+-axle Trucks:			40	9	49	16	25	41	700
Total Trucks:			54	12	66	22	34	56	948
<b>Fulfillment Center Total Trips (PCE)<sup>2</sup></b>			<b>270</b>	<b>63</b>	<b>333</b>	<b>136</b>	<b>212</b>	<b>348</b>	<b>4,120</b>
High-Cube Cold Storage (10%)	217.500	TSF							
Passenger Cars:			13	4	17	5	15	20	300
2-axle Trucks:			3	1	4	1	2	3	84
3-axle Trucks:			1	0	1	0	1	1	36
4+-axle Trucks:			8	2	10	3	7	10	264
Total Trucks:			12	3	15	4	10	14	384
<b>Cold Storage Total Trips (PCE)<sup>2</sup></b>			<b>25</b>	<b>7</b>	<b>32</b>	<b>9</b>	<b>25</b>	<b>34</b>	<b>684</b>
Total Project: Passenger Cars			229	55	284	119	193	312	3,472
Total Project: Trucks (PCE)			66	15	81	26	44	70	1,332
<b>Total Project (PCE)<sup>2</sup></b>			<b>295</b>	<b>70</b>	<b>365</b>	<b>145</b>	<b>237</b>	<b>382</b>	<b>4,804</b>

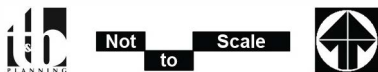
<sup>1</sup> TSF = thousand square feet

<sup>2</sup> TOTAL TRIPS = Passenger Cars + Truck Trips.  
 (Urban Crossroads, 2021b)



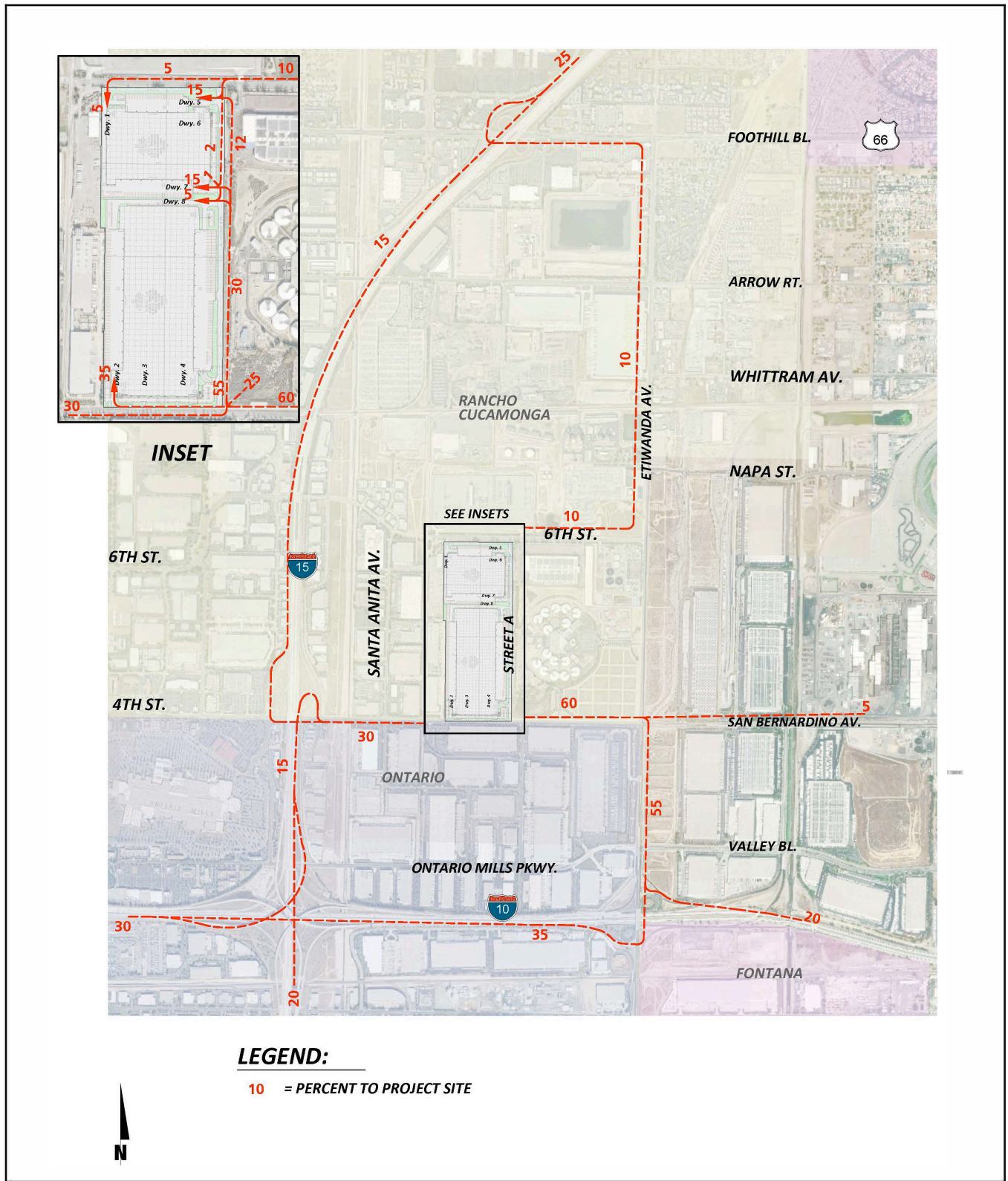
Source(s): Urban Crossroads (04-06-2021)

Figure 4.13-6



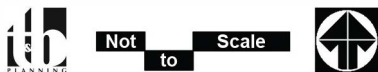
Project Truck Trip Distribution - Inbound





Source(s): Urban Crossroads (04-06-2021)

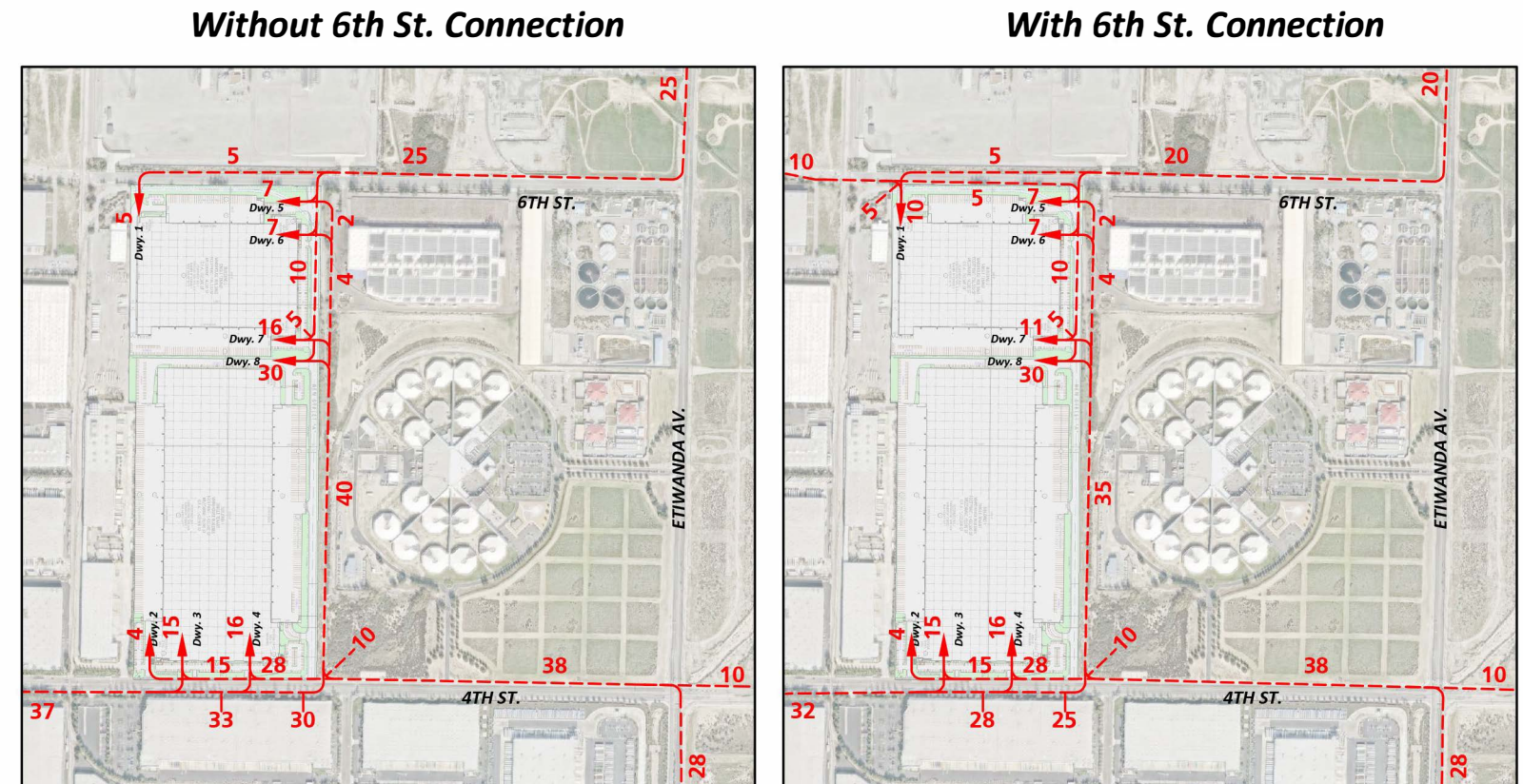
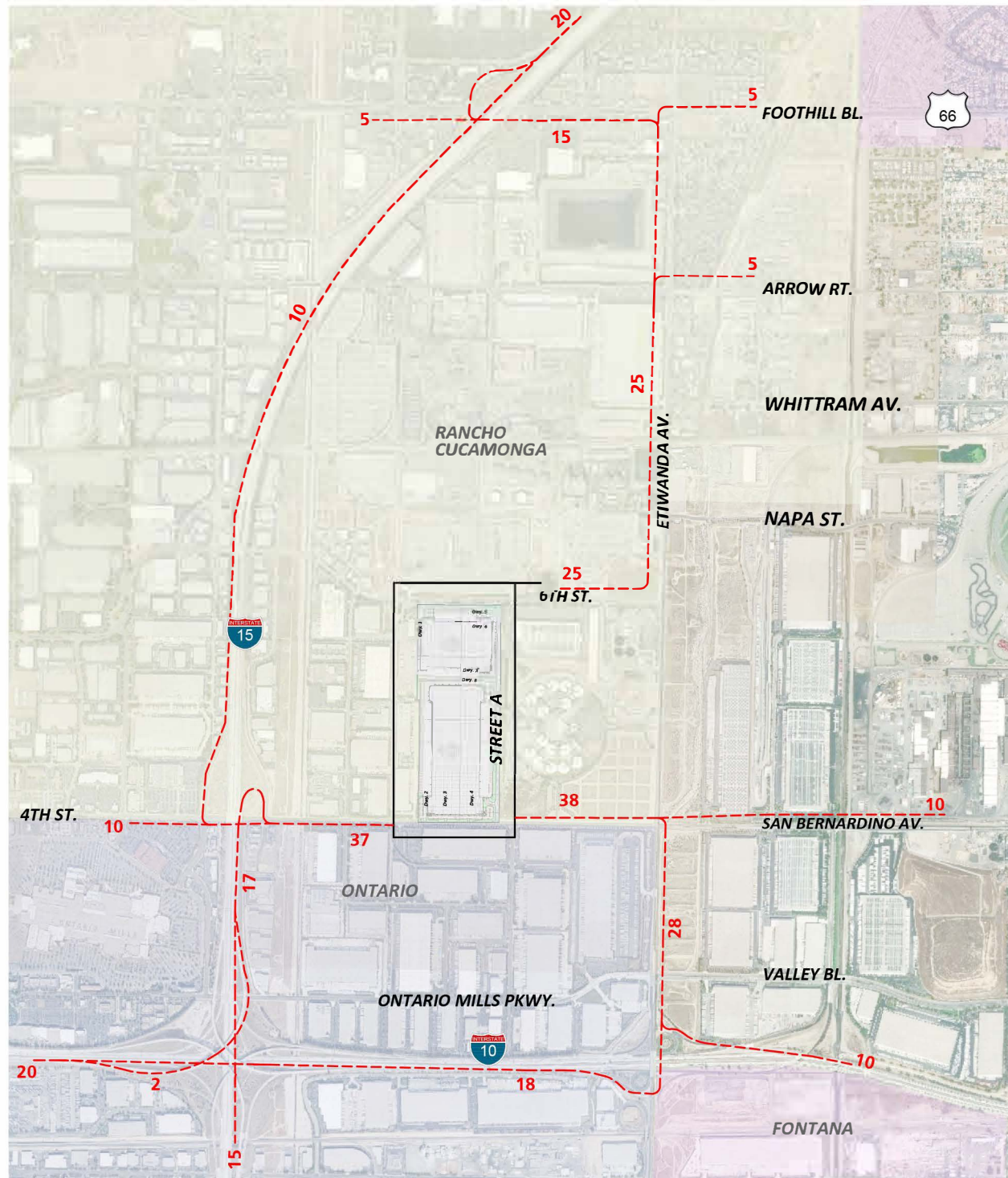
Figure 4.13-7



Not to Scale

Project Truck Trip Distribution - Outbound

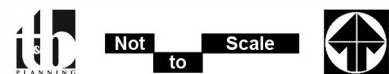




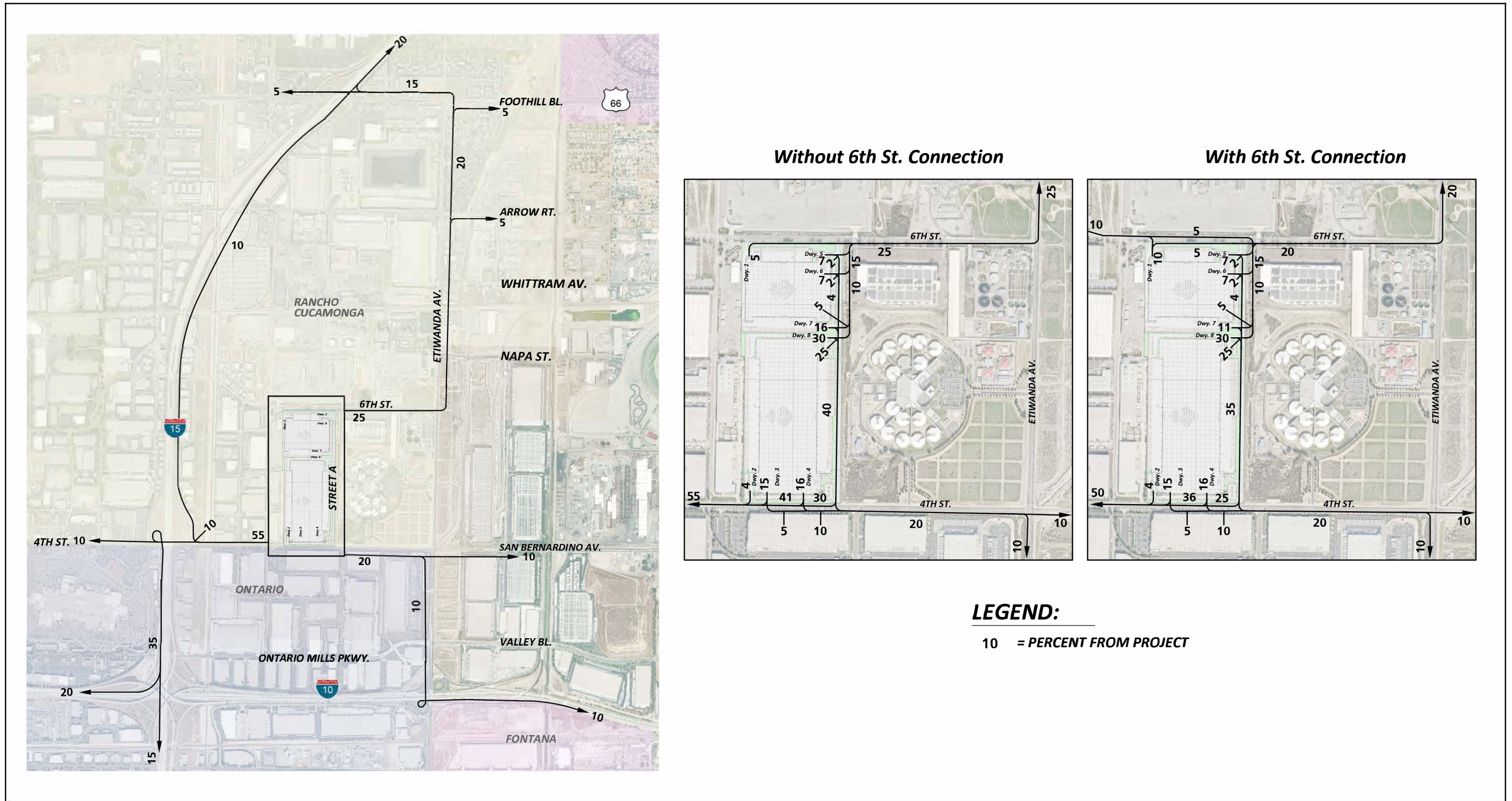
**LEGEND:**  
 10 = PERCENT TO PROJECT

Source(s): Urban Crossroads (04-06-2021)

Figure 4.13-8

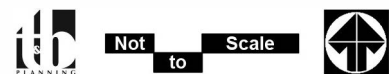






Source(s): Urban Crossroads (04-06-2021)

Figure 4.13-9



**Table 4.13-4 High-Cube Sort Fulfillment Center/High-Cube Cold Storage Warehouse Trip Generation Summary**

Land Use	Quantity	Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>Sort Use/Cold Storage Trip Generation Summary (Actual Vehicles):</b>									
High-Cube Fulfillment (Sort) (90%)	1,957.500 TSF								
Passenger Cars:			1,352	317	1,669	898	1,404	2,302	
2-axle Trucks:			5	1	6	3	5	8	
3-axle Trucks:			6	1	7	4	6	10	
4+-axle Trucks:			17	4	21	11	18	29	
Total Trucks:			28	6	34	18	29	47	
<b>Fulfillment Center Total Trips (Actual Vehicles)<sup>2</sup></b>			<b>1,380</b>	<b>323</b>	<b>1,703</b>	<b>916</b>	<b>1,433</b>	<b>2,349</b>	
High-Cube Cold Storage (10%)	217.500 TSF								
Passenger Cars:			13	4	17	5	15	20	
2-axle Trucks:			2	1	3	1	2	3	
3-axle Trucks:			1	0	1	0	0	1	
4+-axle Trucks:			3	1	4	1	2	3	
Total Trucks:			6	2	8	2	4	6	
<b>Cold Storage Total Trips (Actual Vehicles)<sup>2</sup></b>			<b>19</b>	<b>6</b>	<b>25</b>	<b>7</b>	<b>19</b>	<b>26</b>	
Total: Passenger Cars			1,365	321	1,686	903	1,419	2,322	
Total: Trucks (Actual Vehicles)			34	8	42	20	33	53	
<b>Total (Actual Vehicles)<sup>2</sup></b>			<b>1,399</b>	<b>329</b>	<b>1,728</b>	<b>923</b>	<b>1,452</b>	<b>2,375</b>	
<b>Sort Use/Cold Storage Trip Generation Summary (PCE)</b>									
High-Cube Fulfillment (Sort) (90%)	1,957.500 TSF								
Passenger Cars:			1,352	317	1,669	898	1,404	2,302	
2-axle Trucks:			7	2	9	5	7	12	
3-axle Trucks:			14	3	17	9	15	24	
4+-axle Trucks:			52	12	64	34	54	88	
Total Trucks:			73	17	90	48	76	124	
<b>Fulfillment Center Sort Total Trips (PCE)<sup>2</sup></b>			<b>1,425</b>	<b>334</b>	<b>1,759</b>	<b>946</b>	<b>1,480</b>	<b>2,426</b>	
High-Cube Cold Storage (10%)	217.500 TSF								
Passenger Cars:			13	4	17	5	15	20	
2-axle Trucks:			3	1	4	1	2	3	
3-axle Trucks:			1	0	1	0	1	1	
4+-axle Trucks:			8	2	10	3	7	10	
Total Trucks:			12	3	15	4	10	14	
<b>Cold Storage Total Trips (PCE)<sup>2</sup></b>			<b>25</b>	<b>7</b>	<b>32</b>	<b>9</b>	<b>25</b>	<b>34</b>	
Total Passenger Cars			1,365	321	1,686	903	1,419	2,322	
Total: Trucks (PCE)			85	20	105	52	86	138	
<b>Total (PCE)<sup>2</sup></b>			<b>1,450</b>	<b>341</b>	<b>1,791</b>	<b>955</b>	<b>1,505</b>	<b>2,460</b>	

<sup>1</sup> TSF = thousand square feet

<sup>2</sup> TOTAL TRIPS = Passenger Cars + Truck Trips.

(Urban Crossroads, 2021b)

2,375 PM peak hour trips. When taking into consideration the trips associated with the existing industrial warehouse and retail building, the net new trips are 10,038 trip-ends per day with 1,586 net new AM peak hour trips and 2,140 net new PM peak hour trips.

The 90% high-cube sort fulfillment center warehouse use and 10% high-cube cold storage warehouse use operation is also estimated to generate a total of 10,388 PCE net new trip-ends per day with 1,615 net new PCE AM peak hour trips and 2,188 net new PCE PM peak hour trips. The projected trip distribution for these operations is provided in Appendix L2 of this Draft EIR.

### **C. Impact Analysis**

***Threshold 13.1 Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?***

#### **1. *Regional***

##### ***SCAG 2016 RTP/SCS and Connect SoCal***

The fundamental goals of SCAG's 2016-2040 RTP/SCS and Connect SoCal are to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Table 4.10-1, RTP/SCS Consistency Analysis, in Section 4.10 of this Draft EIR, addresses the Project's consistency with the 2016 RTP/SCS and Connect SoCal. As demonstrated through this analysis, implementation of the Project would be consistent with the goals of SCAG's regional planning programs, including the following goals related to vehicular and non-vehicular circulation that may be applicable to the Project:

##### ***SCAG 2016-2040 RTP/SCS***

- Goal 2: Maximize mobility and accessibility for all people and goods in the region.
- Goal 3: Ensure travel safety and reliability for all people and goods in the region.
- Goal 4: Preserve and ensure a sustainable regional transportation system.
- Goal 5: Maximize the productivity of our transportation system.
- Goal 6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
- Goal 7: Encourage land use and growth patterns that facilitate transit and active transportation.

##### ***Connect SoCal***

- Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.
- Goal 4: Increase person and goods movement and travel choices within the transportation system.
- Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.



### **2016 San Bernardino County CMP**

As previously identified in Section 4.13.1, Relevant Policies and Regulations, the 2016 CMP identifies goals of the program, defines legal requirements, provides other background information and describes each individual element, component, and requirement of the program. Each element of the CMP includes a list of objectives, policies, and actions and identifies the entity responsible for implementing the actions. In each case, the responsible entity is the local jurisdiction, Congestion Management Agency (CMA), SCAG, SANBAG, a transit agency, a state agency (i.e., Caltrans), or the appropriate air district. There are no actions identified for implementation by individual development projects; therefore, a consistency analysis with the objectives, policies, and actions is not required. The following goals are outlined in the 2016 CMP and similar to the 2016 CMP objectives and policies, these goals are intended to be addressed by local, regional, and state agencies, rather than individual development projects. Further, the 2016 CMP incorporates the SCAG 2016-2040 RTP/SCS goals, discussed above, and evaluated in Section 4.10 of this Draft EIR.

- Goal 1: Maintain or enhance the performance of the multimodal transportation system and minimize travel delay.
- Goal 2: Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs.
- Goal 3: Provide for technical consistency in multimodal transportation system analysis.
- Goal 4: Help to coordinate development and implementation of subregional transportation strategies across jurisdictional boundaries.
- Goal 5: Anticipate the impacts of proposed new development on the multimodal transportation system, provide consistent procedures to identify and evaluate the effectiveness of mitigation measures and provide for adequate funding of mitigations.
- Goal 6: Promote air quality and improve mobility through implementation of land use and transportation alternatives or incentives that reduce both vehicle trips and miles traveled and vehicle emissions.

However, the Project does not conflict with or otherwise preclude implementation of these goals. Specifically, with respect to enhancing multimodal transportation (Goal 1 and Goal 5), as described in Section 3.0, Project Description, of this Draft EIR, the Project, which is located in a TPA, would include the installation of a sidewalk along Street A, replacement of sidewalks along 4<sup>th</sup> Street and 6<sup>th</sup> Street, as needed, and installation of Class II bikeways adjacent to the Project site on 4<sup>th</sup> Street and 6<sup>th</sup> Street to facilitate pedestrian and bicycle travel. In compliance with Section 17.64.100 of the City's Development Code, and the CALGreen Code, exterior short-term and long-term bicycle parking would be provided at each building near the office areas. There are existing bus stops adjacent to the Project site along 4<sup>th</sup> Street, which would serve to encourage transit use by Project employees and visitors. Further, the Project would be operated in adherence to Chapter 17.78, Transportation Demand Management, of the Rancho Cucamonga Development Code, which requires the provision of amenities or programs to encourage the use of alternative modes of travel by employees, patrons, and visitors.

(refer to RR 13-3). These may include, but are limited to shower facilities, preferred parking, bicycle storage, video conference facilities, transit improvements, and other measures to reduce vehicle trips in the City.

With respect to Goal 5, the Project involves development of two contemporary high-cube warehouse buildings within an established industrial area, along designated truck routes, and in close proximity to the State highway system, which would avoid or shorten truck-trip lengths on other roadways. It should also be noted that the Project would not result in significant air quality impacts related vehicular emissions (refer to Section 4.2, Air Quality, of this Draft EIR), or transportation impacts related to VMT (refer to the analysis presented under Threshold b, below).

In summary, the Project would not conflict with the goals or policies outlined in the San Bernardino County CMP.

**Rancho Cucamonga General Plan**

As previously identified, the purpose of the Community Mobility Chapter is to address all means of mobility. The Community Mobility Chapter addresses both conventional transportation issues related to vehicular use of the local roadway network and the integration of alternative transportation methods such as mass transit, bicycle and pedestrian networks, and equestrian and hiking trails. The Community Mobility Chapter provides guidance, including goals and polices. At the “project level,” the City reviews individual projects for compliance with applicable policies and regulations. The State’s general rule for a General Plan consistency determination is that “an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment” (OPR, 2017). Table 4.13-5, Rancho Cucamonga General Plan Consistency Analysis, provides an analysis of the Project’s consistency with applicable goals and policies outlined in the Rancho Cucamonga General Plan related to transportation, adopted for the purpose of avoiding or mitigating an environmental effect, and that are subject to “project review” as outlined in Appendix A, Implementation Plan, of the General Plan. Other policies referred to as “special initiative” actions, are also addressed, if particularly relevant to the Project. The analysis below addresses the consistency of the Project with project level policies outlined in the Community Mobility Chapter and relevant policies from other General Plan Chapters. As identified, the Project does not conflict with any policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

**Table 4.13-5 Rancho Cucamonga General Plan Consistency Analysis**

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
<b>LAND USE AND DEVELOPMENT</b>		
<b>Goal LU-3:</b> Encourage sustainable development patterns that link transportation improvements and planned growth, create a healthy balance of jobs and housing, and protect the natural environment.		
Policy LU-3.3	Locate regionally serving land uses with immediate access to the regional transportation network that is designed to provide maximum access capabilities and permit maximum dispersal of traffic.	<b>No Conflict.</b> Access to the Project site would be provided from 4 <sup>th</sup> Street and 6 <sup>th</sup> Street, which are adjacent to the Project site and designated truck routes, and proposed Street A. The roadways provide efficient access to I-15 approximately 0.5

**Table 4.13-5 Rancho Cucamonga General Plan Consistency Analysis**

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
		mile east of the Project site, and I-10 approximately 0.7 mile south of the Project site.
<b>COMMUNITY MOBILITY</b>		
<b>Goal CM-1:</b> Provide an integrated and balanced multi-modal transportation network of Complete Streets to meet the needs of all users and transportation modes.		
Policy CM-1.1	Provide a safe and efficient street system in the City to support mobility goals, all transportation modes, and the goals of the Managing Land Use, Community Design, and Historic Resources Chapter.	<p><b>No Conflict.</b> As presented in Section 4.10 of this Draft EIR (refer Table 4.10-2, General Plan Consistency Analysis), the Project is consistent with the goals and policies of the Managing the Land Use, Community Design, and Historic Resources Chapter. Access to the Project site would be provided from 4<sup>th</sup> Street and 6<sup>th</sup> Street, which are adjacent to the Project site and designated truck routes, and proposed Street A, which would be constructed as part of the Project. The roadways provide efficient access to I-15 approximately 0.5 mile east of the Project site, and I-10 approximately 0.7 mile south of the Project site. The Circulation and Parking description provided in Section 3.0 of this Draft EIR, identifies vehicular and non-vehicular circulation improvements in the public right-of-way that would be implemented as part of the Project. In addition to the construction of new public Street A, the Project would be required to remove and replace portions of the curb and gutter (e.g., for curb cuts and Street A), and grind and overlay the asphalt concrete pavement along 4<sup>th</sup> Street and 6<sup>th</sup> Street along the frontage of the Project site. The Project, which is located in a TPA, would also include the installation of a sidewalk along Street A, replacement of sidewalks along 4<sup>th</sup> Street and 6<sup>th</sup> Street, as needed, and installation of Class II bikeways adjacent to the Project site on 4<sup>th</sup> Street and 6<sup>th</sup> Street to facilitate pedestrian and bicycle travel. In compliance with Section 17.64.100 of the City’s Development Code, and the CALGreen Code, exterior short-term and long-term bicycle parking would be provided at each building near the office areas. There are existing bus stops adjacent to the Project site along 4<sup>th</sup> Street, which would serve to encourage transit use by Project employees and visitors.</p> <p>The Project would implement street improvements (including provisions for pedestrians and bicyclists) in compliance with the City of Rancho Cucamonga street design standards.</p>
Policy CM-1.2	Provide an integrated network of roadways that provides for convenient automobile, transit, bicycle, and pedestrian circulation movement around the City.	
Policy CM-1.3	Implement street design standards. Modified standards may be applied where appropriate on arterial corridors relating to transit, bicycle facilities, sidewalks, and on-street parking to be context sensitive to adjacent land uses and districts, and to all roadway users, including transit, bicycles, and pedestrians.	
<b>Goal CM-2:</b> Plan, implement, and operate transportation facilities to support healthy and sustainable community objectives.		
Policy CM-2.1	Facilitate bicycling and walking citywide.	<p><b>No Conflict.</b> Refer to the consistency analysis provided above for Goal CM-1 and the associated policies. The Project includes replacement of the existing sidewalk and installation of Class II bicycle lanes adjacent to the Project site as well as construction of a sidewalk along proposed Street A.</p>

**Table 4.13-5 Rancho Cucamonga General Plan Consistency Analysis**

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
Policy CM-2.2	Encourage all feasible measures to reduce total vehicle miles traveled by automobiles, including enhanced transit access and land use approaches that provide compact and focused development along major transit corridors.	<b>No Conflict.</b> The Project is located in an area designated for industrial development in the City of Rancho Cucamonga, which benefits from its proximity to key freeway infrastructure. Additionally, the would be operated in adherence to Chapter 17.78, Transportation Demand Management, of the Rancho Cucamonga Development Code, which requires the provision of amenities or programs to encourage the use of alternative modes of travel by employees, patrons, and visitors which would reduce total VMT (refer to RR 13-3). As presented under Threshold b, below, the Project would have a less than significant impact related to VMT.
Policy CM-2.3	Support the use of hybrid, electric, and low/zero emission vehicles.	<b>No Conflict.</b> The Project would be implemented in compliance with Section 5.106.5.2 of the CALGreen Code, which requires designated parking for low-emitting, fuel-efficient vehicles. The designated parking would be provided consistent with Section 5.106.5.3, Non-Residential Mandatory Measures, of the CALGreen Code.
Policy CM-2.5	Establish priority parking locations for hybrid, electric, and low/zero emission, and alternative fuel vehicles.	
Policy CM-2.6	Accommodate charging and fueling stations for alternative fuel vehicles, and put forth strong efforts to have charging facilities provided at employment centers.	<b>No Conflict.</b> Section 5.106.5.3 of the CALGreen Code requires a project provide for the future installation of electric vehicle charging. The design and installation of infrastructure for future electric vehicle charging would be consistent with Section 5.106.5.3, Non-Residential Mandatory Measures, of the CALGreen Code.
Policy CM-2.7	Require new developments of more than 100 employees (per building or per tenant/company) to develop Transportation Demand Management programs to minimize automobile trips and to encourage use of transit, ridesharing, bicycling, and walking.	<b>No Conflict.</b> The Project would comply with the City's Transportation Demand Management (TDM) Ordinance (Section 17.78 of the City's Development Code), which is required to reduce trip generation from the Project (refer to RR 13-3) and includes requirements to encourage use of transit, ridesharing, bicycling and walking.
<b>Goal CM-3:</b> Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.		
Policy CM-3.7	Continue to develop and maintain a citywide bicycle network of off-street bike paths, on-street bike lanes, and bike streets to provide connections between neighborhoods, schools, parks, civic center/facilities, recreational facilities, and major commercial centers.	<b>No Conflict.</b> Refer to the consistency analysis for Goal CM-1 and the associated policies. The Project would involve implementation of a public roadway (Street A) and associated sidewalk and bicycle lane improvements, which would provide connections to on-site uses, adjacent uses, and nearby bus stops.
Policy CM-3.8	Continue to encourage the provision of bicycle facilities, such as bicycle lockers and secure bike parking, throughout the City.	<b>No Conflict.</b> As discussed in Section 3.0 of this Draft EIR, to facilitate bicycle travel and comply with the CALGreen Code and Section 17.64.100 of the City's Development Code, exterior short-term and long-term bicycle parking would be provided at each building near the office areas (24 short-term and 24 long-term spaces for Building 1 [48 total], and 14 short-term and 14 long-term spaces for Building 2 [28 total]).
Policy CM-3.10	Continue to complete the installation of sidewalks and require new development to provide sidewalks	<b>No Conflict.</b> Refer to the consistency analysis for Goal CM-1 and the associated policies. The Project, which is located within a TPA, would include the replacement of existing sidewalks adjacent to the Project site and installation of a sidewalk on

**Table 4.13-5 Rancho Cucamonga General Plan Consistency Analysis**

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
		proposed Street A. These sidewalks would connect to pedestrian pathways serving the proposed buildings.
Policy CM-3.11	Continue to require pedestrian amenities on sidewalks on major streets that are key pedestrian routes, including the provision of benches, shade trees, and trash cans.	<b>No Conflict.</b> As shown on Figure 3-13, Conceptual Landscape Plan, the Project includes planting of trees along all Project roadways and sidewalks.
Policy CM-3.12	Continue to require that the siting and architectural design of new development promotes safety, pedestrian-friendly design, and access to transit facilities.	<b>No Conflict.</b> Refer to the consistency analysis for Goal CM-1 and the associated policies, which addresses non-vehicular circulation. To facilitate use of transit and non-vehicular circulation and to meet applicable requirements for accessibility pursuant to the Americans with Disabilities Act (ADA), the Project, which is located within a TPA, includes replacement of existing sidewalks adjacent to the Project site, construction of a sidewalk along proposed Street A, and bicycle lanes along 4 <sup>th</sup> Street and 6 <sup>th</sup> Street. These pedestrian and bicycle facilities would be accessible from the proposed buildings, and would facilitate use of nearby transit facilities, including bus stops along 4 <sup>th</sup> Street, which is a high-quality transit corridor.
Policy CM-3.14	Enhance pedestrian and bicycle access to local and regional transit, including facilitating connections to transit.	
<b>Goal CM-5:</b> Require that new development mitigate transportation impacts and contribute to the improvement of the City's transportation system.		
Policy CM-5.1	Continue to require that new development participates in the cost of transportation mitigation and improvements necessitated by new development, including non-automobile solutions.	<b>No Conflict.</b> As described in Section 3.0 of this Draft EIR, and described above, the Property Owner/Developer would implement roadway improvements that would facilitate vehicular and non-vehicular circulation. Additionally, the Project Owner/Developer would participate in the implementation of the 6 <sup>th</sup> Street at-grade crossing of the railroad tracks west of the Project site, which is evaluated in this Draft EIR. Further, the Property Owner/Developer would pay the required city-wide transportation development impact fees (refer to RR 13-2). The specific provisions associated with the Applicant's contribution toward funding these transportation improvements may be further outlined in the proposed Development Agreement between the City and the Project Applicant (refer to Section 3.4.5, Development Agreement, of this Draft EIR.

**Table 4.13-5 Rancho Cucamonga General Plan Consistency Analysis**

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
Policy CM-5.2	Require evaluation of potential traffic and transportation impacts associated with new development prior to project approval, and require adequate mitigation measures, including non-automobile solutions prior to, or concurrent with, project development.	<p><b>No Conflict.</b> The Project’s potential transportation impacts have been addressed in this section pursuant to the current CEQA Guidelines. This includes an evaluation of the Project’s potential to conflict with a program, plan, ordinance, or policy addressing the circulation system (as addressed in this table, VMT impacts, hazards due to a geometric design feature, and emergency access). As presented in this section, with adherence to the regulations outlined in RR 13-1 through RR 13-5, the Project would not result in significant impacts related to transportation and no mitigation is required.</p> <p>In accordance with SB 743, the CNRA adopted changes to the CEQA Guidelines in December 2018, which identify that starting on July 1, 2020, VMT is the appropriate metric to evaluate a project’s transportation impacts. The required VMT analysis is presented under Threshold b, below. As discussed, the Project would have a less than significant impact related to VMT and no mitigation measures are required. Although not required for purposes of CEQA, conditions of approval will also be imposed on the project to address any transportation deficiencies (e.g., fair share payments) identified in the Project’s Traffic Impact Assessment.</p>
Policy CM-5.3	Require that new and substantially renovated office, retail, industrial, and multi-family developments implement transit amenities, including bus turnouts, transit shelters, and other streetscape elements, as appropriate.	<p><b>No Conflict.</b> In the vicinity of the Project site, there are bus stops on the north and south side of 4<sup>th</sup> Street, which is a high-quality transit corridor. The bus stops on the north side of 4<sup>th</sup> Street adjacent to the Project site would remain in use.</p>
Policy CM-5.4	Require that new and substantially renovated office, retail, industrial, institutional and multi-family developments include bicycle and pedestrian amenities on site and/or in the vicinity of the development to facilitate bicycling and walking, including on-site bike paths where appropriate, secure off-street bicycle parking, sidewalk improvements, and benches. The City will encourage such developments to provide bicycle facilities including showers and changing rooms.	<p><b>No Conflict.</b> Refer to the consistency analysis for Goal CM-1 and associated policies, which address alternative modes of transportation; the consistency analysis for Policy CM-2.7, which addresses compliance with the City’s TDM Ordinance (refer to RR 13-3, including the requirement for showers and changing rooms), and the consistency analysis for Policy CM-3.8, which addresses bicycle parking.</p>
<b>Goal CM-6:</b> Coordinate with other jurisdictions on regional transportation issues.		
Policy CM-6.3	Maintain consistency with the South Coast Air Quality Management District air quality mandates, SANBAG’s Congestion Management and Nexus Programs, and SCAG’s Regional Mobility Plan requirements.	<p><b>No Conflict.</b> Consistency with SCAQMD requirements is discussed in Section 4.2 of this Draft EIR. Consistency with the San Bernardino County 2016 CMP is provided above, and consistency with SCAG’s RTP/SCS is discussed in Table 4.10-1, RTP/SCS Consistency Analysis in Section 4.10 of this Draft EIR. As identified, the Project would not conflict with these regional programs.</p>

**Table 4.13-5 Rancho Cucamonga General Plan Consistency Analysis**

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
Policy CM-6.4	Require the provision of appropriate mitigation of traffic impacts in surrounding communities resulting from development in Rancho Cucamonga. Work with surrounding communities to ensure that traffic impacts in Rancho Cucamonga resulting from development outside the City are adequately mitigated.	<b>No Conflict.</b> Refer to the consistency analysis for Policy CM-5.2, which addresses the required analysis and mitigation of traffic impacts. The non-CEQA Traffic Memo for the Project takes into consideration LOS standards from agencies with jurisdiction over roadway facilities in the Traffic Memo study area (City of Ontario, City of Fontana, San Bernardino County, and Caltrans) and addresses traffic deficiencies to facilities under their jurisdiction.
<b>Goal CM-7:</b> Maintain an efficient and safe network of goods and freight movement that supports the needs of the business community.		
Policy CM-7.1	Continue to maintain a truck circulation system that defines truck routes, directs the movement of trucks safely along major roadways, and minimizes truck travel on local and collector streets.	<b>No Conflict.</b> The Project involves the development of two contemporary high cube warehouse buildings to support goods movement in the region. As discussed in Section 4.13.2.B, Truck Routes, the cities of Rancho Cucamonga, Ontario and Fontana identify truck routes in the vicinity of the Project. Notably, 4 <sup>th</sup> Street, 6 <sup>th</sup> Street, and Etiwanda Avenue are designated truck routes. Trucks traveling to and from the Project would adhere to applicable regulations associated with truck travel and use of these truck routes.  With respect to freight movement (Goal CM-7), the portion of existing rail spur within the Project site that is within the parcel for Building 2 would be retained (south of 6 <sup>th</sup> Street). The remaining portion of the rail spur within the Building 1 parcel would be removed. However, the Project has been designed to allow for future rail use at Building 1, should it be desired by a tenant.
<b>ECONOMIC DEVELOPMENT</b>		
<b>Goal ED-1:</b> Achieve and maintain a diverse and sustainable economic base.		
Policy ED-3.4	Improve internal circulation for all modes of transportation, consistent with the concept of "Complete Streets."	<b>No Conflict.</b> Refer to the policy consistency analysis for Goal CM.1 and associated policies, which addresses vehicular and non-vehicular circulation improvements being implemented as part of the Project.
<b>PUBLIC HEALTH AND SAFETY</b>		
<b>Goal PS-11:</b> Reduce the volume of pollutants generated by motorized vehicles.		
Policy PS-11.1	Implement the policies in the Community Mobility Chapter to foster a healthy and sustainable community and promote transportation choices other than the private automobile.	<b>No Conflict.</b> The Project is located within a low VMT area and within a TPA and is consistent with Community Mobility goals and policies, as outlined above, including policies for use of alternative transportation systems. In summary, the Project's location within a low VMT area indicates greater access and availability to pedestrian, bicycle, and transit facilities which promote transportation choices other than the private automobile and would minimize vehicle emissions. As further discussed in Section 4.2 of this Draft EIR, the Project, which involves redevelopment of the Project site, would not result in significant air quality impacts, including impacts associated with mobile emissions.
Policy PS-11.2	Minimize vehicle emissions by encouraging alternative land use patterns that reduce the need for automobile trips.	



**Table 4.13-5 Rancho Cucamonga General Plan Consistency Analysis**

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
<b>Goal PS-12: Mitigate against climate change.</b>		
Policy PS-12.3	Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation.	<b>No Conflict.</b> The Project is an infill development, which involves redevelopment of the Project site. The southern portion of the Project site is currently developed with a warehouse and retail building constructed in the 1980s. The northern portion of the Project site includes vacant land and surface parking, is underutilized. As discussed in the preceding consistency analysis, the Project is located in a TPA and would foster walking and use of other alternative modes of transportation, including transit. Notably, there are bus stops along 4 <sup>th</sup> Street that would be retained and improved access would be provided with the Project. 4 <sup>th</sup> Street is a high-quality transit corridor.
Policy PS-12.4	Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).	

**Impact 13.1** Implementation of the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No impact would result and no mitigation is required.

***Threshold 13.2 Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

As previously discussed, SB 743 changes the way transportation impacts are determined according to CEQA. Updates to the CEQA Guidelines approved in December 2018 included the addition of CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile VMT as the metric. As a component of OPR’s revisions to the CEQA Guidelines, lead agencies were required to adopt VMT thresholds of significance by July 1, 2020; the City adopted its new Traffic Impact Analysis Guidelines in June 2020.

Consistent with City Guidelines, projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact. Consistent with the screening criteria recommended in OPR’s *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), the City of Rancho Cucamonga utilizes the following project screening thresholds:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

A land use project need only meet one of the above screening criteria to result in a less than significant impact. While the majority of the Project site is located within a TPA (the portion of the Project site within ½ mile of 4<sup>th</sup> Street, which is a high quality-transit corridor), it does not meet the secondary screening threshold related to floor-to-area ratio (FAR), as the Project’s FAR is less than 0.75. Additionally, the Project does not meet the screening criteria for Project type. With respect to the Low

VMT Area screening threshold, the City uses the SBCTA screening *tool* to determine low areas of VMT. The screening tool uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the region. While the Project is located within a TAZ (TAZ 53700501) that is not within a low VMT generating zone based on the Origin/Destination (OD) method of calculating VMT, the City's Guidelines identify that for projects composed entirely of a single land use, such as the Project's industrial high-cube warehouse use, VMT may be calculated using the Production-Attraction (PA) trip matrix to allow for the isolation of vehicle trips by trip purpose (i.e., home-based work trips), which measures commute VMT. The analysis of VMT by trip purpose is consistent with the recommendations published by OPR in their Technical Advisory. The Project is within a Low VMT generating TAZ based on PA VMT per service population, resulting in a less than significant transportation impact related to VMT. It should be noted that SBTAM utilizes general categories to classify employment-based land uses (i.e., retail, office, warehouse, etc.). In other words, the low VMT generating zone for TAZ 53700501 would apply to any industrial uses such as general light industrial, warehousing, high-cube fulfillment centers (non-sort), and high-cube fulfillment centers (sort). The results of the screening tool for both the OD and PA VMT per service population calculations are provided in Attachment B of the VMT Assessment included in Appendix L1 of this Draft EIR. As the Low VMT Area screening criteria is met for the PA VMT per service population measure of VMT, the Project would result in a less than significant transportation impact.

While the Project meets the Low VMT Area screening criteria, a Project-level VMT analysis has also been conducted for informational purposes. The first step in the analysis is to calculate Project-generated VMT and compare it to the City's adopted impact threshold. SBTAM is a useful tool to calculate VMT as it considers interaction between different land uses based on socio-economic data such as population, employment, and other factors. It was also the tool used to establish the City's impact threshold, so is the appropriate tool to conduct the analysis to ensure an apples-to-apples comparison of project generated VMT to the adopted threshold.

Project-generated VMT has been calculated using the most current version of SBTAM, which was updated recently by SBCTA as part of the development of their recommended VMT guidelines. Adjustments in socio-economic data (SED) (i.e., employment) have been made to a separate TAZ to reflect the Project's proposed land uses (i.e., high-cube warehouse use). A separate TAZ is used to isolate Project-generated VMT from other land uses in the model. Adjustments were also made to remove employment related to the existing use to ensure trips related to the Project were not double counted. As further discussed in Section 4.12, Population and Housing, of this Draft EIR, the Project is estimated to generate 1,479 employees.

City Guidelines state that for projects composed entirely of a single land use such as the Project, project-generated VMT may be calculated using the PA trip matrix to allow for the isolation of vehicle trips by trip purpose (i.e., home-based work trips) that allows for the isolation of commute VMT for employment uses (e.g., office, industrial, etc.). Evaluation of VMT based on trip purpose is consistent with recommendations in OPR's Technical Advisory and offers the most straight forward method for assessing VMT reductions from mitigation measures for single use project. Therefore, for purposes of the Project analysis, Project-generated VMT was calculated based on the PA trip matrix.

Project-generated VMT was calculated for both the base year model (2016) and cumulative year model (2040) and linear interpolation was used to determine the baseline (2020) Project-generated VMT. The VMT value was then normalized by dividing by the Project’s service population (number of employees). Table 4.13-6, Project VMT Per Service Population, presents the key inputs for the calculation of Project-generated VMT per service population.

**Table 4.13-6 Project VMT Per Service Population**

	Base Year (2016)	Cumulative (2040)	Baseline (2020)
Project generated VMT	36,351	35,135	36,149
Service Population	1,479 employees	1,479 employees	1,479 employees
VMT per Service Population	24.58	23.76	24.44

(Urban Crossroads, 2021a)

The adopted City Guidelines state that the City of Rancho Cucamonga has selected a threshold based on the baseline VMT performance in the City. More specifically, the City Guidelines state that a project-generated VMT impact would be considered potentially significant if either of the following conditions are met:

1. The baseline project-generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population<sup>3</sup>, or
2. The cumulative project-generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population.

Table 4.13-7, Project-Generated VMT Per Service Population Comparison, presents the difference between baseline and cumulative project generated VMT per service population to the City’s baseline VMT per service population. As shown, the baseline project generated VMT per service population is 24.44 or 7.77% below than the City’s current threshold of 26.5 VMT per service population. The cumulative project generated VMT per service population is 23.76 or 10.34% below the City’s threshold of 26.5 VMT per service population. Therefore, the Project’s VMT impact would be considered less than significant based on the comparison of baseline project generated VMT per service population to the City’s baseline condition and the Project screened out based on the low VMT area screening threshold.

**Table 4.13-7 Project-Generated VMT Per Service Population Comparison**

	Baseline (2020)	Cumulative (2040)
City Baseline VMT per service population	26.5	26.5
Project VMT per service population	24.44	23.76
Percent Change	-7.77%	-10.34%

(Urban Crossroads, 2021a)

<sup>3</sup> City Guidelines note that as of June 2020 the baseline VMT per service population for the City of Rancho Cucamonga is 26.5 calculated using the PA method.

As discussed in Section 3.0, Project Description, a high-cube sort fulfillment center is not proposed as part of the Project, and the site plan as currently proposed does not support this on-site use. Nevertheless, to provide a conservative analysis, this Draft EIR also analyzes potential VMT impacts associated with operation of the proposed buildings with 90% of the building area as a high-cube sort fulfillment center warehouse use and 10% of the building area as a high-cube cold storage warehouse use. As the Low VMT Area screening criteria is met for the PA VMT per service population measure of VMT, the Project would result in a less than significant transportation impact whether the proposed buildings are operated as a high-cube non-sort fulfillment center warehouse and high-cube cold storage warehouse, or operated as a high-cube sort fulfillment center warehouse and high-cube cold storage warehouse. Under either scenario, impacts would be less than significant.

**Impact 13.2** The Project's VMT impact would be considered less than significant based on the City's Low VMT Area screening threshold. Thus, the Project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). This impact is less than significant and no mitigation is required.

***Threshold 13.3 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)?***

As further discussed in Section 4.10 of this Draft EIR, the Project site is within the City's Southeast Focus Area, which anticipates industrial uses. The Project would involve redevelopment of the Project site with two high-cube warehouse buildings, and the Project site is surrounded by industrial uses and the West Valley Detention Center. Site improvements incorporated into the Project to ensure that adequate ingress and egress to the Project site is provided are described in Section 3.0 of this Draft EIR. As shown on Figure 3-10, Proposed Site Access, consistent with existing conditions, access would be provided from Project driveways along 4<sup>th</sup> Street (three driveways), and 6<sup>th</sup> Street (one driveway). There would also be five driveways along proposed Street A. Each Project driveway would have a stop control, would accommodate full access, and would accommodate the ingress and egress of heavy trucks and emergency vehicles. The Project would also include installation of a traffic signal at the new intersection of 4<sup>th</sup> Street and Street A.

### **1. Construction-Related Transportation Hazards**

Construction traffic resulting from the Project would primarily be associated with construction workers commuting to and from the Project site; transport of demolition materials and potentially soil; delivery of building materials; and transport of construction equipment (including large equipment). Construction workers would travel to the site by passenger vehicle and construction equipment and building materials deliveries would arrive by medium- and heavy-duty trucks. The amount of construction traffic would vary daily depending on the nature of the activity. Construction workers do not typically commute during peak hours as they arrive prior to morning peak hour and leave prior to the evening peak hour. The use of heavy trucks for the transport and disposal of building materials, equipment, and potentially soils would occur periodically throughout the workday but largely outside of peak hours.

For the Project, it is expected that the peak days for construction-related heavy truck traffic would occur when haul trucks are removing demolition materials from the site. Demolition activities would generate approximately 306 (one-way) hauling trips over the approximate 68-day demolition period, which would represent approximate 5 truckloads per day (one-way truck trips). While the grading operation are expected balance on-site, for purposes of providing a conservative analysis it is estimated that there could also be up to 5 one-way truck trips per day during grading operations.

Consistent with existing conditions, access to the Project site during construction would primarily be provided via the existing driveways along 4<sup>th</sup> Street and 6<sup>th</sup> Street. It is anticipated that trucks would be routed from I-15 (northbound and southbound) to the 4<sup>th</sup> Street exit and would travel east toward the Project site. As previously discussed, to minimize traffic congestion and truck traffic impacts, the cities of Rancho Cucamonga, Ontario, and Fontana have designated truck routes that direct truck traffic to designated arterials, and construction truck traffic would be required to use these designated routes as trucks travel to and from the Project site to the freeway or to area facilities that would be used during construction (ready mix concrete batch plant, metal recycling, etc.). Compliance with the use of truck routes is enforced by the respective local jurisdictions.

Construction activities associated with the Project would result in the temporary closure of traffic lanes along 4<sup>th</sup> Street and 6<sup>th</sup> Street in the City of Rancho Cucamonga during various construction activities, including, but not limited to, construction of previously identified on-site and off-site street improvements, and access driveways, and installation of utility infrastructure (including utility connections). Additionally, proposed intersection improvements at 4<sup>th</sup> Street and proposed Street A and associated traffic signal modifications would occur in the City of Ontario. The reduction of roadway capacity, the narrowing of traffic lanes, and the occasional interruption of traffic flow on streets associated with Project-related construction activities could pose hazards to vehicular traffic due to localized traffic congestion, decreased turning radii, or the condition of roadway surfaces. Additionally, construction activities in the public right-of-way could pose a hazard to pedestrian and bicyclists in the area, if not properly managed.

As required by the City, an encroachment permit would be obtained prior to any work within the public right-of-way in accordance with Chapter 12.03, Public Improvement Construction, of the Rancho Cucamonga Municipal Code (refer to RR 13-1). One of the primary purposes of this Chapter is “[t]o reduce hazards to the public resulting from inappropriate construction and traffic-control procedures during construction activities affecting streets, highways, sidewalks, drainage facilities and other public places owned and operated by the city.” As identified in RR 13-1, Chapter 12.03 of the Municipal Code also requires construction on public rights-of-way to comply with the Standard Specifications for Public Works Construction (Green Book), which contains standards for maintenance of access, traffic control, and notification of emergency personnel. Further, construction activities would be conducted in compliance with the MUTCD, which identifies 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, etc., including temporary traffic-control devices in and near construction work areas. Title 7, Chapter 3, of the Ontario Municipal Code, similarly requires issuance of a permit prior to work in its public right-of-way, to achieve the City’s health and safety values; an encroachment permit would be obtained

from the City of Ontario prior to completion of intersection and associated improvements along 4<sup>th</sup> Street within the City of Ontario (refer to RR 13-5).

With adherence to the Rancho Cucamonga and Ontario requirements for obtaining an encroachment permit, and compliance with provisions of the Green Book and MUTCD, potential hazards to vehicular, bicycle and pedestrian traffic during construction would be less than significant. Therefore, the Project does not involve the introduction of any design features or uses that would substantially increase hazards on the roadways surrounding the Project site during construction.

## **2. Operational Transportation Hazards**

As shown in Table 4.13-3, the Project is estimated to generate 536 truck trips daily, with all trips by 2- to 4-axle trucks. This represents a net increase of approximately 214 truck trips daily when taking into consideration the trucks trips generated by existing uses. The roadway classifications for the roadways adjacent to the Project site were established in consideration of industrial nature of the area. The increase in truck trips would not be incompatible with existing development in the area that generates similar types of truck trips. Additionally, Project-generated truck traffic would travel on designated truck routes, and trucks traveling to and from the Project would adhere to applicable regulations associated with truck travel (refer to RR 13-4).

As previously identified, as required by the City, and consistent with the City's roadway standards, the Project would include the installation of a sidewalk along Street A, replacement of sidewalks along 4<sup>th</sup> Street and 6<sup>th</sup> Street, as needed, and installation of Class II bikeways adjacent to the Project site on 4<sup>th</sup> Street and 6<sup>th</sup> Street to facilitate pedestrian and bicycle travel. Therefore, consistent with existing conditions, pedestrians and bicyclists traveling along these roadways would interface with vehicles, including trucks, entering, and exiting the Project site. However, the Project would improve the bicycle and pedestrian facilities adjacent to the Project, would include traffic control at each driveway, and would provide appropriate sight distance for drivers.

As discussed in the Circulation and Parking discussion in Section 3.0 of this Draft EIR, the environmental impacts associated with construction of an at-grade crossing of the railroad spur to complete 6<sup>th</sup> Street between Santa Anita Avenue and Etiwanda Avenue and connect to the existing roadway on either side of the railroad are evaluated in this Draft EIR. A sidewalk would also be installed on the south side of the roadway connecting sidewalks to the east and west. This at-grade crossing would involve the installation of railroad crossing arms and signals for safety purposes (vehicle, pedestrian, and bicycle). This at-grade crossing would not substantially increase hazards due to a geometric design feature or incompatible uses.

Therefore, the Project does not involve the introduction of any design features or uses that would substantially increase hazards for motorists, pedestrians, or bicyclists, on the roadways surrounding the Project site. This impact would be less than significant and no mitigation is required.

**Impact 13.3** The Project does not involve the introduction of any design features or uses that would substantially increase hazards for motorists, pedestrians, or bicyclists, on the roadways

surrounding the Project site. This impact would be less than significant and no mitigation is required.

***Threshold 13.4 Would the Project result in inadequate emergency access?***

As discussed above, access to the Project site during construction would primarily be provided via the driveways along 4<sup>th</sup> Street and 6<sup>th</sup> Street, consistent with existing conditions. There would be temporary partial lane closures to accommodate construction activities in the public right-of-way. Proposed construction activities would be conducted in compliance with requirements of the cities of Rancho Cucamonga and Ontario (refer to RR 13-1 and RR 13-5). Construction on public rights-of-way would comply with the Standard Specifications for Public Works Construction (Green Book). The Green Book contains standards for construction activities, including notification of emergency personnel.

During operation, access to the Project site would also be provided via driveways along 4<sup>th</sup> Street, 6<sup>th</sup> Street, and from proposed Street A. An internal network of drive aisles would be provided to serve each building, which would meet Rancho Cucamonga Fire Protection District (RCFPD) standards for access, width, and turning radii. The proposed fire access plan, which has been reviewed by RCFPD, is provided on Figure 3-11, Proposed Fire Access Plan. Additionally, the required right-of-way widths for site-adjacent roadways would be maintained.

Therefore, the Project would provide adequate emergency access and this impact would be less than significant. No mitigation is required.

**Impact 13.4** The Project would provide adequate emergency access and impacts would be less than significant.

**4.13.5 CUMULATIVE IMPACTS**

A comprehensive cumulative project list was compiled based on information provided by the City of Rancho Cucamonga Planning Department and the planning departments in San Bernardino County and the cities of Ontario and Fontana. A summary of cumulative development projects and their proposed land uses is provided in Section 4.0, Environmental Setting and Impact Evaluation Overview, of this Draft EIR.

As identified in the analysis presented under Threshold a, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to the SCAG RTP/SCS, the San Bernardino County CMP, the Rancho Cucamonga General Plan, the Rancho Cucamonga Municipal Code, and the General Plans and Municipal Codes for the adjacent jurisdictions, as applicable. Accordingly, cumulative impacts would be less than significant. Even if cumulative development projects are in conflict, the Project would not contribute to a cumulative impact and thus would not cumulatively considerable because the Project does not conflict with a program, plan,



ordinance, or policy addressing the circulation system, as identified through the analysis presented in this section.

As discussed previously under Threshold 13.2, since the Low VMT Area screening criteria is met for the PA VMT per service population measure of VMT, the Project would result in a less than significant VMT impact whether the proposed buildings are operated as a high-cube non-sort fulfillment center warehouse and high-cube cold storage warehouse, or operated as a high-cube sort fulfillment center warehouse and high-cube cold storage warehouse. Further, the General Plan land use designations and zoning for the Project site are Heavy Industrial (northern portion of the site) and General Industrial (southern portion of the site), which allow for the proposed industrial uses. The proposed General Plan Amendment and Zoning Map Amendment to change the Heavy Industrial designations to General Industrial would allow for consistent development standard and regulations across the site. As further discussed in Section 4.12 of this Draft EIR, the projected employment generation resulting from the Project is within the total number of jobs projected by the current SCAG RTP/SCS, and is consistent with the underlying employment assumptions upon which the current RTP/SCS was based. As such, the Project's contribution to cumulative impacts for VMT is considered less than significant. (Urban Crossroads, 2021a)

The Project would have less than significant impacts related to hazards from design or incompatible uses during construction and operation, and with respect to emergency access, with adherence to applicable regulations. None of the cumulative projects listed on Table 4.0-1, Cumulative Development Land Use Summary, and shown on Figure 4.0-1, Cumulative Development Location Map, are immediately adjacent to the Project site or at a location that would otherwise result in potentially cumulative impacts related to hazards from design or incompatible uses. Additionally, each cumulative project would be required to comply with applicable regulations related to the use of designated truck routes for construction and operation, and emergency access which are in place to ensure impacts are less significant. Thus, the Project would not result in a considerable contribution to cumulative impacts for these issues, when considered with the cumulative projects that are planned, proposed, or under construction in the vicinity of the Project site.

#### **4.13.6 MITIGATION MEASURES**

With adherence to the regulations outlined in RR 13-1 through RR 13-5, the Project would not result in significant impacts related to transportation and no mitigation is required.

#### **4.13.7 LEVEL OF SIGNIFICANCE**

Project impacts related to transportation would be less than significant and no mitigation is required.

#### **4.13.8 REFERENCES**

Federal Railroad Administrative (FRA). 2020 (September 3). *U.S. DOT Crossing Inventory Form, 4<sup>th</sup> Street, Crossing No. 026124T*.

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Urban Crossroads. 2021a (March 23). *Bridge Point Rancho Cucamonga Vehicle Miles Traveled (VMT) Analysis*. (Included in Appendix L1 of this Draft EIR).

———. 2021b (April 15). *Bridge Point Rancho Cucamonga High-Cube Fulfillment Center Traffic Memo, City of Rancho Cucamonga*. (Included in Appendix L2 of this Draft EIR).

## **4.14 TRIBAL CULTURAL RESOURCES**

This section identifies the potential for the Project site to contain tribal cultural resources and evaluates the Project's potential impacts on tribal cultural resources. The analysis in this section is primarily based on the *A Phase I Cultural Resources Assessment for the Bridge Point Rancho Cucamonga Project Rancho Cucamonga, California* (Cultural Resources Report), prepared by Brian F. Smith and Associates, Inc. (BFSA) (December 2020) and included in Appendix D of this Draft Environmental Impact Report (EIR). This section also reflects the result of the City's consultation with Native American tribes.

No comments regarding tribal cultural resources were raised at the Draft EIR scoping meeting. In its Notice of Preparation (NOP) comment letter, the California Native American Heritage Commission (NAHC) provided information about Assembly Bill (AB) 52 and Senate Bill (SB) 18, which address requirements for consultation with Native American tribes related to tribal cultural resources; and, provided standard guidance on the scope of the analysis of potential impacts to archaeological resources and tribal cultural resources. As further discussed in this section, the City of Rancho Cucamonga has completed Native American consultation as required by AB 52 and SB 18. SB 18 applies to the Project because the Project involves a General Plan Amendment.

### **4.14.1 RELEVANT POLICIES AND REGULATIONS**

Section 4.6 of the Rancho Cucamonga 2010 General Plan Update EIR provides a discussion of the regulatory framework for the analysis of cultural resources, including regulations relevant to the analysis of tribal cultural resources. The Rancho Cucamonga 2010 General Plan Update EIR is incorporated by reference. The following discussion addresses regulatory information particularly relevant to tribal cultural resources, including AB 52, which become effective subsequent to preparation of the Rancho Cucamonga 2010 General Plan Update EIR.

#### **A. State**

##### **1. Assembly Bill (AB) 52**

California AB 52 (2014) Chapter 532 is an act to amend Section 5097.94 of, and add Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved by the Governor on September 25, 2014. AB 52 requires:

*“a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project, if the tribe requested to the lead agency, in writing, be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration or environmental impact report is required for a project.”*

If the tribes desire notification of proposed projects in that area that may cause a substantial adverse change in the significance of a tribal cultural resource, AB 52 requires that Native American tribes send written notice of their geographic areas of traditional and cultural affiliation to California Environmental Quality

Act (CEQA) lead agencies. The CEQA lead agency is then required to provide such notification and consult with the tribe(s) if the tribe(s) requests a consultation.

The provisions listed in AB 52 apply to projects that have a NOP or a notice of negative declaration filed on or after July 1, 2015. By requiring the CEQA lead agency to consider the effects relative to tribal cultural resources and to conduct consultation with California Native American tribes, AB 52 imposes a state-mandated program. AB 52 requires the NAHC to provide each California Native American tribe, as defined, on or before July 1, 2016, with a list of all public agencies that may be a lead agency within a geographic area in which the tribe is traditionally or culturally affiliated; the contact information of those agencies; and information on how the tribe may request those public agencies to notify the tribe of projects within the jurisdiction of those public agencies for the purposes of requesting consultation.

The City provided notice of the Project to the Native American tribes that have requested such notice. The results of the AB 52 consultation process are discussed below under the analysis of Threshold “14.1.ii”.

## **2. Senate Bill (SB 18)**

SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places (“cultural places”) through local land use planning. SB 18 also requires the Governor’s Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government. SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code § 65300 et seq.) and specific plans (defined in Government Code § 65450 et seq.).

## **3. California Environmental Quality Act**

CEQA defines tribal cultural resources as follows (California Public Resources Code Section 21074):

*Section 21074.*

*(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) 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, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).”*

Criteria for listing on the California Register of Historical Resources are set forth in subdivision (c) of Section 5024.1 of the Public Resources, CEQA Guidelines Section 15064.5(a)(3) states that:

*“Generally, a resource shall be considered by the lead agency to be ‘historically significant’ if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code § 5024.1, Title 14 CCR, Section 4852) including the following:*

- (A) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;*
- (B) Is associated with the lives of persons important in our past;*
- (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
- (D) Has yielded, or may be likely to yield, information important in prehistory or history.”*

“Unique archaeological resources” and “nonunique archaeological resources” are defined in CEQA (Public Resources Code Section 21083.2[g] and [h], as follows:

*“(g) As used in this section, “unique archaeological resource” 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.*
- (h) As used in this section, “nonunique archaeological resource” means an archaeological artifact, object, or site which does not meet the criteria in subdivision*

*(g). A nonunique archaeological resource need be given no further consideration, other than the simple recording of its existence by the lead agency if it so elects.”*

#### **4. California Health and Safety Code (Sections 7050.5, 7051, and 7054)**

These sections collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the California Public Resources Code). These sections also address the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for: (1) the discovery of Native American skeletal remains during construction of a project; (2) the treatment of the remains prior to, during, and after evaluation; and (3) reburial.

#### **5. California Public Resources Code (Section 5097.98)**

Section 5097.98 of the California Public Resources Code addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. This Section also establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project and establishes the NAHC to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the State CEQA Guidelines.

### **4.14.2 EXISTING SETTING**

Section 4.6, Cultural Resources, of the Rancho Cucamonga 2010 General Plan Update EIR includes a discussion of the environmental setting for cultural resources, including a discussion of the ethnography relevant to the City. This information remains applicable to the Project. Section 4.4, Cultural Resources, of this Draft EIR summarizes information about the prehistoric presented in the Project-specific Cultural Resources Report. Following is a summary of additional information provided in the Cultural Resources Report that is particularly relevant to tribal cultural resources (BFS&A, 2020).

#### **A. Protohistoric Period**

##### **1. Gabrielino**

The Project site is located within the traditional cultural territory occupied by the Gabrielino. The territory of the Gabrielino at the time of Spanish contact covers much of present-day Los Angeles and Orange counties. Trade of materials and resources controlled by the Gabrielino extended as far north as the San Joaquin Valley, as far east as the Colorado River, and as far south as Baja California. The Gabrielino lived in permanent villages and smaller resource gathering camps occupied at various times of the year depending upon the seasonality of the resource. Larger villages were comprised of several families or clans, while smaller seasonal camps typically housed smaller family units. The coastal area between San Pedro and Topanga Canyon was the location of primary subsistence villages, while secondary sites were located near inland sage stands, oak groves, and pine forests. Permanent villages were located along rivers and streams, as well as in sheltered areas along the coast. Gabrielino houses were domed, circular structures made of thatched vegetation. Houses varied in size and could house from one to several families. Sweathouses (semicircular, earth-covered buildings) were public structures used in male social ceremonies.

Resources procured along the coast and on the islands were primarily marine in nature. Inland resources included oak acorn, pine nut, Mohave yucca, cacti, sage, grass nut, deer, rabbit, hare, rodent, quail, duck, and a variety of reptiles such as western pond turtle and snakes.

Hunting implements included wood clubs, sinew-backed bows, slings, and throwing clubs. Maritime implements included rafts, harpoons, spears, hook and line, and nets. A variety of other tools included deer scapulae saws, bone and shell needles, bone awls, scrapers, bone or shell flakers, wedges, stone knives and drills, metates, mullers, manos, shell spoons, bark platters, and wood paddles and bowls. Baskets were made from rush, deer grass, and skunkbush. Baskets were fashioned for hoppers, plates, trays, and winnowers for leaching, straining, and gathering. Baskets were also used for storing, preparing, and serving food, and for keeping personal and ceremonial items.

The Gabrielino had exclusive access to soapstone, or steatite, procured from Santa Catalina Island quarries. This highly prized material was used for making pipes, animal carvings, ritual objects, ornaments, and cooking utensils. The Gabrielino profited well from trading steatite since it was valued so much by groups throughout Southern California.

## **2. Serrano**

The Project site is also located in the region known to have been occupied by the Serrano. Researchers place the Serrano in the San Bernardino Mountains east of Cajon Pass and at the base of and north of the mountains near Victorville, east to Twentynine Palms, and south to the Yucaipa Valley. Serrano village locations were typically located near water sources. Individual family dwellings were likely circular, domed structures. Daily household activities would either take place outside of the house out in the open, or under a ramada constructed of a thatched willow pole roof held up by four or more poles inserted into the ground. Serrano villages also included a large ceremonial house where the lineage leader would live, which served as the religious center for lineages or lineage-sets, granaries, and sweathouses. The Serrano were primarily hunters and gatherers. Vegetal staples varied with locality. Acorns and piñon nuts were found in the foothills, and mesquite, yucca roots, cacti fruits, and piñon nuts were found in or near the desert regions. The Serrano were very similar technologically to the Cahuilla. In general, manufactured goods included baskets, some pottery, rabbit-skin blankets, awls, arrow straighteners, sinew-backed bows, arrows, fire drills, stone pipes, musical instruments (rattles, rasps, whistles, bull-roarers, and flutes), feathered costumes, mats for floor and wall coverings, bags, storage pouches, cordage (usually comprised of yucca fiber), and nets.

### **B. Tribal Cultural Resources**

As further discussed in Section 4.4, Cultural Resources, of this Draft EIR, BFSa conducted a records search at the South-Central Coastal Information Center (SCCIC) at the California State University, Fullerton (CSU Fullerton) (BFSa, 2020). Based on the results of the records search, no tribal cultural resources were located within the Project site. The only cultural resources identified within one mile of the Project site were historic resources. During preparation of the Cultural Resources Report a records search of the Sacred Land Files (SLFs) from the NAHC was also requested to determine if any recorded Native American sacred sites or locations of religious or ceremonial importance are present within one mile of the Project site. The NAHC SLF search did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within the search radius.



As discussed under Threshold 14.1.b, below, the City of Rancho Cucamonga conducted Native American outreach pursuant to AB 52 and SB 18 and entered consultation with the Gabrieleño Band of Mission Indians – Kizh Nation, which is the only tribe that requested consultation. The results of this Native American outreach/consultation did not reveal the presence of any tribal cultural resources within the Project site.

As further discussed in Section 4.4, Cultural Resources, of this Draft EIR, BFSFA conducted pedestrian surveys of the Project site and site-adjacent roadway improvement areas on March 31, 2020, and an additional pedestrian survey on September 1, 2020 for the 6<sup>th</sup> Street at-grade crossing study area. Based upon the surveys, the Project site and site-adjacent improvement areas, and the 6<sup>th</sup> Street at-grade crossing study area have either been previously disturbed or subjected to some degree of grading and development. The intensive archaeological surveys did not result in the identification of any cultural resources or tribal cultural resources. The previous disturbance may have contributed to the negative survey results; however, no evidence was detected during the survey or records search to suggest the prior existence of any cultural sites. (BFSFA, 2020)

#### **4.14.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on tribal cultural resources if it will:

- Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
  - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

#### **4.14.4 ENVIRONMENTAL IMPACTS**

##### **A. Regulatory Requirements**

The Project is required to adhere to the following Regulatory Requirement (RR) from Section 4.4, Cultural Resources, of this Draft EIR.

- RR 4-1** If human remains are encountered during the conduct of ground-disturbing activities, Section 7050.5 of the California Health and Safety Code states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Section 5097.98 of the California Public Resources Code. The provisions of Section 15064.5 of the California Environmental Quality Act Guidelines

shall also be followed. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. These requirements shall be included as notes on the contractor specification and verified by the Community Development Department, prior to issuance of grading permits.

**B. Impact Analysis**

***Threshold 14.1.a. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***

As discussed above and further detailed in Section 4.4, Cultural Resources, of this Draft EIR, a records search for the Project was undertaken at the SCCIC. Based on this search and review of existing literature related to cultural and historic resources within the Project site, no tribal cultural resources listed or eligible for listing in the CRHR or in a local register of historical resources were identified (BFSA, 2020). Accordingly, no impacts would occur.

**Impact 14.1.a** The Project would not cause a substantial adverse change in the significance of a tribal cultural resources that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

***Threshold 14.1.b. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe***

As discussed under Section 4.14.1, Relevant Policies and Regulation, above, AB 52 and SB 18 are applicable to the Project and require the City to conduct Native American outreach to obtain information regarding the potential for the Project to cause a substantial adverse change in the significance of a tribal cultural resource. As required by AB 52, on July 20, 2020, the City of Rancho Cucamonga sent Project notification letters to the following tribes that have requested such notification: Gabrieleño Band of Mission Indians – Kizh Nation, Morongo Band of Mission Indians, San Manuel Band of Mission Indians, San Gabriel Band of Mission Indians, Soboba Band of Luiseño Indians and Torres Martinez Desert Cahuilla Indians.

Because the Project involves a General Plan amendment, Native American consultation pursuant to SB 18 is also required. As part of the SB 18 consultation process, the City of Rancho Cucamonga requested that the NAHC provide a list of tribes located within the boundaries of San Bernardino County that should be contacted. The NAHC provided a list of 12 tribes on July 23, 2020 and the City sent letters offering consultation regarding the Project on August 24, 2020; the list of tribes is provided in the Confidential Appendix to the Cultural Resources Report, available for review at the City (by qualified individuals).

As a result of the outreach conducted by the City, the Gabrieleño Band of Mission Indians – Kizh Nation is the only tribe that requested consultation regarding the Project. The written and oral communication between the Native American tribes and the City of Rancho Cucamonga is considered confidential in respect to places that have traditional tribal cultural significance and although relied upon in part to inform the preparation of this Draft EIR section, those communications are treated as confidential and are not available for public review.

Although there are no tribal cultural resources known to exist at the Project site, there is a possibility that tribal cultural resources may be present beneath the site's surface, and may be impacted by deeper ground-disturbing activities associated with Project construction. Notably, as further described in Section 3.0, Project Description, of this Draft EIR, excavation for installation of the Project's infiltration vaults would extend to depths of up to approximately 26-feet below the ground surface. The potential to encounter tribal cultural resources during construction is a potentially significant impact, prior to mitigation.

During consultation with the City, the Gabrieleño Band of Mission Indians – Kizh Nation raised concerns about the potential for unknown tribal cultural resources to be encountered during ground-disturbing activities. The tribe requested, and the City and Project Applicant have agreed to require implementation of mitigation measure (MM) 14-1 through MM 14-6 to protect unknown tribal cultural resources and/or Native American human remains, should they be encountered during ground-disturbing activities. MM 14-1 through MM 14-6 require monitoring of ground-disturbing activities, outline the parameters for the monitoring activities, and identify actions that should be taken if tribal cultural resources or Native American human remains are encountered. These measures further ensure the proper identification and subsequent treatment of any tribal cultural resources and/or Native American human remains that may be encountered during ground-disturbing activities associated with the development of the Project. With implementation of MM 14-1 through MM 14-6, and RR 4-1, which outlines state-required actions required to be taken in the event human remains of Native American origin are discovered, potential impacts related to tribal cultural resources and Native American human remains would be less than significant. With the agreement to include the requested mitigation measures, the City's consultation with the Gabrieleño Band of Mission Indians – Kizh Nation was completed.

**Impact 14.1.b** The Project has a low potential to impact unknown tribal cultural resources; however, there is a potential to encounter subsurface tribal cultural resources during construction resulting in a potentially significant impact prior to mitigation. Implementation of MM 14-1 through MM 14-6 would reduce this impact to a less than significant level. If human remains are encountered in subsurface soils, implementation of RR 4-1 would also ensure potential impacts are less than significant.

#### 4.14.5 CUMULATIVE IMPACTS

This cumulative impact analysis considers the development of the Project in conjunction with other development projects and planned development in the City that have a potential for uncovering tribal cultural resources. As noted previously, the City of Rancho Cucamonga conducted Native American consultation with potentially culturally affiliated tribes, as required by AB 52 and SB 18. As a result of this consultation effort, no tribal cultural resources were identified within the Project site, although Gabrieleño Band of Mission Indians – Kizh Nation did indicate a concern over potential impacts to subsurface resources.

Potential impacts to unknown tribal cultural resources and human remains would not result in significant cumulative impacts. There are no known tribal cultural resources onsite thus, the Project would not contribute to a significant cumulative impact. While the potential for encountering unknown tribal cultural resources at the Project site is low, the Project, in conjunction with cumulative development, would have the potential to result in impacts to subsurface tribal cultural resources. As discussed in Threshold 14.1.b, with the implementation of Project-level MM 14-1 through MM 14-6, and compliance with RR 4-1, the Project's potential impact on tribal cultural resources and Native American human remains would be less than significant. Each development proposal received by the City would be subject to the same resource protection requirements as the Project. Neither the Project nor other cumulative developments are expected to result in significant impacts to tribal cultural resources provided site-specific review and required Native American consultation is conducted, if warranted, and required measures to protect the tribal cultural resources, should they be encountered, are implemented. As such, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact on tribal cultural resources.

#### 4.14.6 MITIGATION MEASURES

The following mitigation was requested by the Gabrieleño Band of Mission Indians – Kizh Nation and accepted by the City.

**MM 14-1** Prior to the commencement of any ground disturbing activity at the Project Site, the project applicant shall retain a Native American Monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the City of Rancho Cucamonga prior to the issuance of any permit necessary to commence a ground- disturbing activity. The Tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor shall complete daily monitoring logs that shall provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting tribal cultural resources. Upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the find (not less than the

surrounding 50 feet) until the find can be assessed. All tribal cultural resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). 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 (non-TCR) 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, it shall be offered to a local school or historical society in the area for educational purposes.

**MM 14-2** 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 NAHC and PRC 5097.98 shall be followed.

**MM 14-3** Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant shall immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) shall then notify the Tribe, the qualified lead archaeologist, and the construction manager who shall call the coroner. Work shall continue to be diverted while the coroner determines whether the remains are human and subsequently 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 shall notify the NAHC as mandated by state law who shall then appoint a Most Likely Descendent (MLD).

**MM 14-4** If the Gabrieleño Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy 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 preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared

soil and cremation soils 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 14-5** 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 shall 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 shall 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 shall be removed. The Tribe shall 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 shall 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 and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall 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 14-6** Native American and Archaeological monitoring during construction projects shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's shall be taken. The Native American monitor must be approved by the Gabrieleño Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology 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.

#### **4.14.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Project impacts to tribal cultural resources would be less than significant after mitigation.

#### **4.14.8 REFERENCES**

Brian F. Smith and Associates, Inc. (BFSA). 2020 (December 17). *A Phase I Cultural Resources Assessment for the Bridge Point Rancho Cucamonga Project Rancho Cucamonga, California.* (Included as Appendix D of this Draft EIR).



## **4.15 UTILITIES AND SERVICE SYSTEMS**

This section describes the existing utilities and service systems that serve the Project, addresses the Project's demand for utilities and services systems and potential physical environmental impacts associated with the installation of infrastructure and other facilities to serve the Project, addresses water supply availability and the capacity of wastewater treatment facilities, and solid waste management. The following wet and dry utilities and solid waste 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/sewer facilities (CVWD and Inland Empire Utilities Agency [IEUA])
- Electricity (Southern California Edison [SCE] or Rancho Cucamonga Municipal Utility [RCMU])
- Natural gas (Southern California Gas Company [SCGC])
- Communication systems (Frontier Communications and Charter Communications or RCMU)
- Solid waste (City of Rancho Cucamonga [Burrtec], and San Bernardino County Solid Waste Management Division [SWMD])

Storm drain infrastructure is discussed in Section 4.9, Hydrology and Water Quality. Additionally, Energy Conservation (pursuant to Appendix F and Appendix G of the California Environmental Quality Act [CEQA] Guidelines) is discussed in Section 4.5, Energy, of this Draft EIR.

There were no Notice of Preparation (NOP) comment letters received related to utilities and service systems.

### **4.15.1 RELEVANT POLICIES AND REGULATIONS**

#### **A. State**

##### **1. *Water-Related Regulations***

##### ***Urban Water Management Planning Act***

The Urban Water Management Planning Act (UWMP Act) (California Water Code, Section 10610 et seq.) was enacted in 1983 and applies to municipal water suppliers that serve more than 3,000 customers or supply more than 3,000-acre feet per year (AFY) of water. The UWMP Act requires these suppliers to prepare and update their UWMPs every five 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. The plans must be prepared every five years and submitted to the Department of Water Resources (DWR). CVWD adopted its 2015 UWMP in June 2016.

The UWMP Act has been modified over the years in response to the State's water shortages, droughts, and other factors. A significant amendment was made in 2009, after the drought of 2007-2009, and because of the governor's call for a statewide 20% reduction in urban water use by the year 2020. This was the Water Conservation Act of 2009, also known as SB X7-7. This Act required agencies to

establish water use targets for 2015 and 2020 that would result in statewide savings of 20% by December 31, 2020. Beginning in 2016, retail water suppliers are required to comply with the water conservation requirements in SB X7-7 to be eligible for State water grants or loans. Retail water agencies are required to set targets and track progress toward decreasing daily per capita urban water use in their service area, which will assist the State in meeting its 20% reduction goal by 2020. The 20x2020 Water Conservation Plan, issued by the DWR in 2010 pursuant to the SBX7-7, established a water conservation target of 20% reduction in water use by 2020 compared to 2005 baseline use.

### ***Water Conservation in Landscaping Act***

The Water Conservation in Landscaping Act of 2006 (Assembly Bill [AB] 1881) requires cities and counties, including charter cities and charter counties, to adopt landscape water conservation ordinances by January 1, 2010. Per this Act, the DWR prepared a Model Water Efficient Landscape Ordinance (MWELO), as contained in the California Code of Regulations (CCR, Title 23, Division 2, Chapter 2.7). The MWELO was updated in 2015 and now applies to new construction projects with an aggregate landscape area equal to or greater than 500 square feet requiring a building or landscape permit, plan check or design review and to rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check, or design review. Cities and Counties had the option to adopt DWR's ordinance or to develop their own. The City of Rancho Cucamonga implements the model ordinance adopted by the State through regulations contained in Chapter 17.82, Water Efficient Landscaping, of the City Rancho Cucamonga Development Code.

### ***Senate Bill 610***

In 2001, Senate Bill (SB) 610 amended the California Public Resources Code to improve the link between information on water supply availability and certain land use decisions made by Cities and Counties. Under SB 610 (codified in the California Water Code beginning at Section 10910), unless the project is otherwise exempt, a Water Supply Assessment (WSA) must be furnished to cities and counties for inclusion in the environmental documentation of certain projects (as defined in the California Water Code), and these WSAs are subject to CEQA. SB 610 requires land use planning entities when evaluating certain large development projects, to request a water supply availability assessment from the entity that would provide water to the project. A WSA must be prepared in conjunction with the land use approval process associated with a project; the information that is required to be included in the WSA is presented in Section 2.1, SB 610-Water Supply Planning, in the Project's WSA included in Appendix M of this Draft EIR. In summary, a WSA must include an evaluation of the sufficiency of the water supplies available to the water supplier to meet existing and anticipated future demands (including the demand associated with the project) over a 20-year horizon that includes normal, single-dry, and multiple-dry years. A WSA is required for any "project" that is subject to CEQA and meets certain criteria relative to size (e.g., a proposed industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area).

SB 610 also requires information to be included as part of a UWMP if groundwater is identified as a source of water available to the supplier. The information must include a description of all water supply

projects and programs that may be undertaken to meet total projected water use. SB 610 prohibits eligibility for funds from specified bond acts until the plan is submitted to the State.

## **2. *Solid Waste-Related Regulations***

### ***California Integrated Waste Management Act (AB 939)***

The California Integrated Waste Management Act of 1989 (AB 939), created the Board now known as California Department of Resources Recycling and Recovery (CalRecycle) and accomplished the following: (1) it required each jurisdiction in the state to submit detailed solid waste planning documents for CalRecycle approval; (2) it set diversion requirements of 25% in 1995 and 50% in 2000; (3) it established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities; and (4) it authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated. Jurisdictions select and implement the combination of waste prevention, reuse, recycling, and composting programs that best meet the needs of their community while achieving the diversion requirements.

### ***Solid Waste Disposal Measurement Act of 2008***

The purpose of the Solid Waste Disposal Measurement Act of 2008 (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 CalRecycle calculates each jurisdiction's per capita (per resident or employee) disposal rates. If a business is the dominant source of a jurisdiction's waste generation, CalRecycle may use the per employee disposal rate. Each year's disposal rate will be compared to that jurisdiction's per capita disposal target. As such, jurisdictions will not be compared to other jurisdictions or the statewide average, but they will only be compared to their own 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 per capita disposal target. A comparison of the reported annual per capita disposal rate to the per capita disposal target will be useful for indicating progress or other changes over time.

### ***Waste Reuse and Recycling Act (AB 1327)***

The Waste Reuse and Recycling Act (WRRRA) required the California Integrated Waste Management Board (CIWMB) to approve a model ordinance for adoption by any local government for the transfer, receipt, storage, and loading of recyclable materials in development projects by March 1, 1993. The WRRRA also required local agencies to adopt a local ordinance by September 1, 1993, or allow the model ordinance to take effect. The WRRRA requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued.

### ***Assembly Bill 341***

Assembly Bill (AB) 341 (Chapter 476, Statutes of 2011) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB 341 was designed to help meet California's recycling goal of 75% by the year 2020. AB 341 requires all commercial businesses and public entities that generate four cubic yards or more of waste per week to have a recycling program in place.

### ***B. Regional***

#### ***1. Cucamonga Valley Water District 2015 Urban Water Management Plan***

Pursuant to the UWMP Act, described above, the CVWD has adopted and revised its Urban Water Management Plan. The CVWD's 2015 UWMP states that the 2015 water demand in the CVWD's service area is 42,663 acre-feet (af). The baseline per capita demand was calculated as 184 gallons per capita per day (gpcd). In accordance with SBX7-7 and the 20x2020 Water Conservation Plan, the UWMP sets a target of 232 gpcd as the baseline per capita demand by 2020. The CVWD plans to achieve these targets by more stringent standards for indoor and outdoor water use; enforcement of prohibited uses; regional conservation efforts; and enhancement of existing conservation programs.

The UWMP describes the availability and reliability of water supplies through 2035 for normal, single-dry, and multiple-dry years. The UWMP projects future water demand to range from 60,500 af in 2020 to 65,700 af in 2035. Projected water supplies would range from 60,500 af in 2015 to 65,700 af in 2035. CVWD can elect to purchase additional water from IEUA at a higher Tier II price to meet additional demand. Therefore, available supplies would meet demand. In addition to the CVWD's ongoing water conservation programs, the CVWD has also developed a water shortage contingency plan, a catastrophic supply interruption plan, mandatory water use prohibitions, and penalties for violations of prohibited water use to address future supply shortages.

#### ***2. Cucamonga Valley Water District Water Supply Master Plan***

The CVWD adopted a Water Supply Master Plan (Master Plan) in 2014 that identifies existing and potential water supplies and ongoing water conservation programs. The Master Plan evaluates various scenarios (average year, dry periods, loss of imported water, expanded groundwater use) and explores options to still meet projected demands through reduced reliance on imported water and increased groundwater pumping and recycled water use. While the CVWD can meet its projected water demands during dry periods at a 100% level of services and can meet demand with the loss of imported water at an 80% level of service, the Master Plan provides a strategy to meet current and future water demands in a cost-efficient manner by expanding its supply capacity through cooperative efforts, new facilities, and the use of recycled water and non-traditional supplies.

#### ***3. Cucamonga Valley Water District Municipal Code***

Section 4.20.030 of the CVWD Municipal Code contains Water Use Efficiency Practices that all CVWD customers must follow. These include, but are not limited to, hoses with shutoff nozzles for car washing; hosing of paved areas for health and safety purposes only and at no more than five gallons

per minute; recirculating systems for fountains; restaurant water upon request; repair of leaks; sprinklers without runoff, overspray, or excessive irrigation; hotel guest option for linen laundry; and industrial audits.

Title 5 of the CVWD Municipal Code set the regulations of the CVWD for the provision of sewer services, including connection and use of the CVWD's sewer collection system. It also sets service application requirements, service charges, rates and tolls, construction standards for lateral service connections and new facility installations, maintenance and inspection activities, and restrictions on sewer use.

Title 6 of the CVWD Municipal Code lists the prohibitions and restrictions for discharges and other wastes that may be disposed of into the sewer system. These include, but are not limited to, water softening wastes; hospital and medical wastes; liquids, solids, or gases that may cause fire or explosion; substances that may obstruct flows; radioactive wastes; emulsifying agents; pretreatment wastes; and other pollutants and wastewater that may interfere with the system. It also requires non-domestic sewer discharge permits from specific commercial and industrial sewer users, including requirements for sewage pretreatment, grease interceptors, clarifiers, or monitoring devices and controls.

### **C. Local**

#### **1. *Rancho Cucamonga Municipal Code***

Chapter 8.17 of the Rancho Cucamonga Municipal Code contains the City's regulations for refuse, recyclables, and organics collection. Sections 8.17.190 and 8.17.200 contains the City's regulations for mandatory commercial recycling and commercial organics recycling, respectively. These regulations also 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.

Section 8.19, Construction and Demolition Waste Collection, of the Rancho Cucamonga 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. 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. Each person who applies for a building or demolition permit is required to complete a "waste management and recycling plan" document to be issued by the engineering services department.

Chapter 17.56 of the 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.

Pursuant to Chapter 17.82, Water Efficient Landscaping, of the Rancho Cucamonga Development Code, the City has adopted the State of California MWELo, as discussed above.

#### **4.15.2 EXISTING SETTING**

##### ***A. Domestic and Recycled Water Service***

The CVWD provides domestic water and recycled water to the majority of the City of Rancho Cucamonga, including the Project site. The CVWD has an extensive existing water system (domestic and recycled water) that includes pipelines, wells, pumps, pressure-reducing valves, and storage reservoirs. As shown on Figure 3-16, Conceptual Water and Sewer Plan, in Section 3.0, Project Description, water service to the existing retail building and warehouse building is currently provided by connections to existing 16-inch water line in 6<sup>th</sup> Street and 12-inch water line in 4<sup>th</sup> Street. There is also a 30-inch recycled water line in 6<sup>th</sup> Street.

##### ***B. Water Supply and Demand***

The Project-specific *Cucamonga Valley Water District Water Supply Assessment for the Bridge Point Rancho Cucamonga Development Project*, prepared by Charles Marr Consulting (January 7, 2021) approved by the CVWD on January 26, 2021 is provided in Appendix M of this Draft EIR, and includes a detailed discussion of the CVWD's water supply and projected water demands. As discussed below, CVWD's potable water supply sources include groundwater from the Chino Basin and the Cucamonga Basin, surface water from three tunnel (also referred to as canyon) sources, and imported water purchased from the Metropolitan Water District (MWD) through IEUA. In addition, CVWD has the ability to receive potable water during emergencies from the Fontana Water Company (two interconnections) and the City of Upland (one interconnection). CVWD also receives recycled water supplies from IEUA for non-potable use. The Project will use recycled water for all irrigation.

##### ***1. Chino Groundwater Basin***

As discussed in Section 3.2.1 of the WSA included in Appendix M, the Chino Groundwater Basin is one of the largest groundwater basins in Southern California and contains approximately 6,000,000 acre-feet of water. The basin is approximately 235 square miles of the upper Santa Ana River watershed and lies within portions of San Bernardino, Riverside, and Los Angeles counties. The Chino groundwater subbasin underlies southeast Los Angeles County, northwest Riverside County, and southwest San Bernardino County. The subbasin is bound on the northwest by the San Jose fault, on the north by the Cucamonga fault and impermeable rocks of the San Gabriel Mountains, and on the east by the Rialto-Colton fault. The subbasin is bound on the southeast by the Jurupa Mountains, Pedley Hills, La Sierra Hills, and the approximate location of the Santa Ana River. The Chino fault and impermeable rocks of the Chino Hills and Puente Hills bound the southwest side of the basin. In some areas, the subbasin boundary coincides with the Chino Basin groundwater adjudication boundary. The boundary is defined by fifty-eight segments detailed in DWR Bulletin 118.

The groundwater rights for the Chino Basin were adjudicated in 1978 in the Chino Basin Judgement, which is included in Appendix N of the CVWD 2015 UWMP; this judgement established the Chino Basin Watermaster (CVWD, 2016). The Chino Basin Watermaster, under the direct supervision and continuing jurisdiction of the San Bernardino County Superior Court, carefully manages water supplies throughout Chino Basin, arranges for local and supplemental groundwater recharge, and implements and administers the parties' groundwater production rights under the Chino Basin Judgment. The Chino Basin Watermaster consists of various entities which include cities, water districts, water companies, agricultural, commercial, and other private entities. The mission is to manage the Chino Groundwater Basin in the most beneficial manner and to equitably administer and enforce the provisions of the Chino Basin Judgement. Management of the Basin is governed by the 2012 Restated Judgement, the 2000 Peace Agreement (as amended), the 2000 Optimum Basin Management Plan (OBMP), the OBMP Implementation Plan (as supplemented), the 2007 Peace II Agreement (included in Appendix O of the CVWD 2015 UWMP), the Watermaster Rules and Regulations (as amended), and related Court orders. Management of the basin is discussed in detail in the 2015 UWMP.

The 1978 Judgement established the safe yield of the Chino Basin as 140,000 AFY. The judgement also divided the water rights into three groups called pools. The pools and pumping rights are shown in Table 8 of the WSA. Since the original agreement, the 2020 Safe Yield Reset Order has reduced the safe yield to 131,000 AFY.

As discussed in the 2015 UWMP, CVWD is a member of the Appropriative Pool and holds appropriative rights to approximately 18.3% (6.6% of its own and 11.7% through its shares of Fontana Union Water Company) of the Operating Safe Yield of the total Chino Basin water rights. The Operating Safe Yield is determined annually by the Watermaster. In FY2018-2019, the appropriative pool operating safe yield was established as 49,834 AF, equating the CVWD's rights to 9,099 AFY.

CVWD, and other appropriative pool users, may also produce groundwater annually in excess of their specified rights based on the operating safe yield so long as it replenishes water in one of four methods: payment of a replenishment assessment; replenishment of physical water, replenishment of water from storage accounts, or purchase of water from others in the basin. The payment is used to replenish the basin through imported surface water recharge purchased from IEUA. As further discussed in the 2015 UWMP, CVWD also has access to land use conversion water and to the portion of the safe yield that is not produced by the Overlying Agricultural Pool. This reallocation varies by year depending on the actual usage from the Overlying Agricultural Pool.

CVWD's average annual production from the Chino Basin from 2000 to 2018 was approximately 14,656 AFY and the capacity of CVWD's active production wells in the Chino Basin total approximately 30,400 AFY. During the most recent five years, CVWD's annual production ranged from approximately 6,200 AFY to 21,172 AFY. The Chino Basin Judgment authorizes CVWD to produce all the water it requires from the Chino Basin for beneficial use by CVWD's customers, subject to replenishment requirements, and that ample water is present in the Chino Basin to allow CVWD to do so. CVWD has plans to construct additional wells and associated infrastructure in the Chino Basin to match additional water supply with additional water demands from growth in the number of



customers throughout the District. As further discussed in Section 3.2 of the WSA CVWD currently operates 12 active groundwater wells in the Chino Basin. CVWD plans to continue operating these wells and will construct replacement wells as necessary to maintain water production capacities required to meet customer demands. CVWD active wells located in the Chino Basin have not been impacted by water quality issues; however, CVWD has the necessary technical and financial resources available to allow CVWD to quickly respond to assure continuity and reliability of water service if any such water quality incidents occur.

## 2. *Cucamonga Groundwater Basin*

The Cucamonga Groundwater Subbasin underlies the northern part of upper Santa Ana Valley. It is bounded on the north by contact of alluvium with the San Gabriel Mountains and on the west, east, and south by the Red Hill fault. This portion of the upper Santa Ana Valley is drained by Cucamonga and Deer Creeks to the Santa Ana River. Recharge to the basin includes infiltration of stream flow, percolation of rainfall to the valley floor, underflow from the San Gabriel Mountains, and return irrigation flow. Spreading grounds along Cucamonga Creek and near Red Hill and Alta Loma also contribute to storm flow recharge to the Basin.

As discussed in the 2015 UWMP, the Cucamonga Basin was adjudicated by decree in 1958; the Cucamonga Basin Judgement (1958 Decree) is included in Appendix P of the CVWD 2015 UWMP (CVWD, 2016). There are three main water agencies that hold all of the adjudicated rights in the Basin by virtue of having acquired or otherwise succeeded to the original parties to the Decree. These agencies include the CVWD, The San Antonio Water Company, and the City of Upland. The court did not appoint an official Watermaster for the basin, although the Decree contains various provisions for the metering and recording of all water production, inspection of records, prohibitions against new water production, potential reductions in water production, and other protective measures. The existing parties to the Decree meet periodically, and joint efforts are currently underway to perform additional hydraulic investigations, update the safe yield of the basin, and develop management strategies.

The 1958 Decree allocates groundwater rights and the right to divert water from Cucamonga Creek, totaling approximately 22,721 AFY. However, several studies have been performed using varying base periods, varying geological boundaries, and other varying factors, which have indicated an estimated Basin yield between 13,800 AFY and 22,200 AFY. Historical production data and future projections show the total water production from the basin by CVWD is substantially below the allocated rights. CVWD has the right to produce 75% of the total basin yield, and additionally has the right to divert 3,620 AFY from Cucamonga Creek. Production has been limited in recent years since treatment is required to fully utilize Cucamonga Basin Wells.

CVWD currently has two clusters of wells in the Cucamonga Basin. The Cucamonga Creek Cluster which is a group of 10 wells, and the Alta Loma Cluster, which is a group of 7 wells. CVWD can utilize up to 9 of the 17 total wells. The remaining 8 wells are not used due to high nitrate and/or DBCP<sup>1</sup> concentrations. Production has been limited in recent years since treatment is required to fully

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<sup>1</sup> Dibromo chloropropane is a synthetic organic chemical.

utilize Cucamonga Basin Wells. The Nitrate Treatment Facility (NTF) is a recently-constructed wellhead treatment facility anticipated to be operational by mid-2021. This facility is expected to return water production from the basin to its previous levels. Total basin yield is expected to range from 14,000 AFY to 16,000 AFY, resulting in a minimum total production of approximately 10,500 AFY for CVWD (based on a 75% share). For the purposes of the WSA, future projections estimate a total production rate of 10,000 AFY from Cucamonga Basin.

CVWD's average annual production from the Cucamonga Basin from 2000 to 2018 was approximately 6,674 AFY. The capacity of CVWD's active production wells in the Cucamonga Basin totals approximately 11,548 AFY. During the most recent five years, CVWD's annual production ranged from approximately 5,619 AFY to 8,439 AFY. Although CVWD has rights and some additional capacity to produce additional groundwater from the Cucamonga Basin, CVWD has reduced its annual groundwater production in anticipation of a reduced Operating Safe Yield. Overall basin production currently is less than the estimated sustainable safe yield. Therefore, under current conditions, the Cucamonga Basin may be assumed to be a reliable source of supply.

### **3. *Surface Water Supplies***

CVWD's surface water supplies come from streams, springs, and tunnels located within the northern area of the District. These water sources are also referred to as tunnel sources or canyon sources. Surface water sources accounted for 6.5% of the total supply water for CVWD, based on 2006-2015 averages. CVWD has rights to a total of 6 canyon sources, or tunnel sources of surface water. These are the Cucamonga Canyon, Day/East Canyon, Deer Canyon, Lytle Creek, Smith Canyon Group, and the Golf Course Tunnel. Currently, water is only utilized from three of the six sources: Cucamonga Canyon, Day/East Canyon, and Deer Canyon. Water supplies from the canyon/tunnel sources are heavily dependent on precipitation in the region. In the 2015 UWMP, CVWD has two projection scenarios: one for normal conditions and one for dry conditions. Water production during dry conditions is projected to be half the production during a normal year.

CVWD acquired the rights of the Loamosa Water Company in 1970s, which included the Loamosa Tunnel and rights to surface water in Cucamonga Canyon. The Cucamonga Canyon facilities include two diversion ponds and an inlet connecting to 3,300 lineal feet of 24-inch diameter transmission pipeline to Arthur H. Bridge Water Treatment Plant. The pond intake facilities are located in an unincorporated area of western San Bernardino County, north of the Rancho Cucamonga city boundary. CVWD owns rights to 250 miner's inches, which is equal to 3.24 million gallons per day (MGD).

CVWD acquired the Etiwanda Water Company in 1979, and thereby acquired surface and subsurface water rights for both Day and East Etiwanda Canyons. The sources from the two canyons are considered together and identified as Day/East Canyon. The canyons are located on the west and east end of the prolongation of Etiwanda Avenue. The facilities capture flows from four sources: Day Basin, east basin, Smith Tunnel, and Bee Tunnel. The flows are funneled into 14,600 lineal feet of 10-, 16-, and 18-inch diameter transmissions pipeline to Royer Nesbit Water Treatment Plant (currently not

operating) and the Lloyd Michael Water Treatment Plant. Rights for both canyons are appropriative and include all rights to both surface and subsurface flows.

CVWD acquired control and ownership of the Hermosa Water Company in the early 1970s, and thereby acquired surface and subsurface water rights for Deer Canyon. The improvements in Deer Canyon included the Hermosa Tunnel, Thayer Tunnel, and “A” Tunnel, falls, and a collection point in a side canyon known as Fan Canyon. Transmission mains conveyed the flows from these sources to a common collection point at a small reservoir located on the south side of Lemon Avenue, east of Archibald Avenue. The area known as Deer Canyon is located in the foothills generally north of Haven Avenue. In 2002, CVWD signed an agreement to sell the natural spring water production from Deer Canyon to Nestle Company. In 2005, Nestle completed a pipeline that conveys flows from Deer Canyon to their plant in the City of Ontario. Currently, the CVWD only captures flows from the Hermosa Tunnel in Deer Canyon. The flows are funneled into 1,310 lineal feet of 6-inch transmission pipe and conveyed to a reservoir for disinfection and distribution. The water from the Hermosa Tunnel is considered to be groundwater and meets State requirements as a source for drinking water.

CVWD’s average annual production from surface water sources from 1990 to 2018 was approximately 4,794 AFY. During the most recent ten years, CVWD’s annual production ranged from approximately 1,050 AFY to 5,919 AFY (the lowest production years were recorded during a severe drought or while Cucamonga Canyon was out of service). It is estimated approximately 4,540 AFY of surface water (from Cucamonga Canyon, Deer Canyon, and Day/East Canyon) is available during a normal year and approximately 2,270 AFY of surface water is available during a dry year (CVWD 2015 UWMP, Table 34).

#### **4. Wholesale Water Supplies**

As further discussed in Section 3.1 of the WSA included in the Appendix M of this Draft EIR, imported water purchased through IEUA, which is an MWD member agency, is currently CVWD’s primary source of water supply. CVWD purchases SWP water supplies from IEUA using two separate connections. Historically, CVWD had a connection to receive Colorado River Aqueduct (CRA) water from IEUA, however, the connection was removed due to the lack of treatment capabilities at the connection.

Imported water purchases can range from 35 to 65% of CVWD’s water. The average supply imported of water by percentage from years 2006 to 2015 was 46.6%. CVWD purchases SWP water from IEUA and does not purchase CRA water. Imported water purchased by IEUA from MWD is limited by a purchase order agreement. The agreement allows the region to purchase up to a total of 93,283 AFY at its lowest (Tier I untreated) rate. This limit is based on historical imported water purchases for municipal use by the member agencies and for regional groundwater recharge. The agreement includes an annual minimum purchase commitment of 39,835 AF, which is slightly less than the 40,000 AFY minimum needed to operate the region’s water treatment facilities. (IEUA, 2020c) Two separate MWD/IEUA connections serve CVWD - an 18-inch connection (CB7) and a 60-inch connection (CB16). The amount of water imported by CVWD for Years 2000 to year 2018 is shown in Table 5 of the WSA included in Appendix M of this Draft EIR.

CVWD has the capacity to accept up to 71 MGD of MWD imported SWP water from IEUA for treatment and distribution. CVWD's Royer-Nesbit Water Treatment Plant is currently not in operation, and the Lloyd Michael Water Treatment Plant can accept up to 60 MGD. CVWD may purchase as much untreated imported SWP water as it needs from IEUA. Potable water rates are based on a tier system where higher commodity rates are charged as usage increases. Under normal conditions, CVWD has a Tier I allocation of imported water from MWD equal to the historical average of CVWD's total imported water purchased over a 10-year period. CVWD has a Tier I allocation of 28,369 AFY, and projects to use the full allocation by year 2020. Imported water above CVWD's Tier I allocation shall be MWD replenishment water in the Chino Basin or Tier II imported water. Any water purchased by CVWD over the Tier I allocation is charged at a higher rate, Tier II. CVWD can elect to purchase Tier II water from IEUA. The IEUA import projections for CVWD are shown in Table 6 of the WSA.

The future of SWP supplies to MWD is uncertain, but it is projected that climate change and other factors will curtail allocations and ultimately increase the cost of water. IEUA and MWD have drought contingency plans to ensure that adequate drinking water supplies will be available to its customers. (IEUA, 2016a; IEUA, 2016b; IEUA, 2020c) The reliability of imported water and recycled water is described in detail in the WSA included in Appendix M.

## **5. *Recycled Water Supplies***

IEUA also provides recycled water to its member agencies for direct non-potable reuse and groundwater recharge. In 2009, the District and IEUA jointly constructed the Northeast Area Projects to provide recycled water storage and conveyance from Arrow Route to the San Sevaine Basins. Ensuing projects, including the West Recycled Water Pipeline completed in 2012, provided additional recycled water to the CVWD service area. From the IEUA-sourced recycled water connections, CVWD has distributed over 1,000 AFY to end users within its service area. The District anticipates development of a comprehensive plan for increasing its recycled water use, especially in the southeast portion of its service area. Recycled water will be a source of supply for the Project (landscape irrigation) because recycled water pipelines currently serve non-potable uses in the southeast region of CVWD's service area. There is an existing recycled water line in 4<sup>th</sup> Street adjacent to the Project site.

## **6. *Existing Water Use***

Over the last 18 years (2000 to 2018), an average of 51,309 AFY of water was supplied by CVWD to meet demand within its service area. In 2018, CVWD provided 45,877 AF of water to its customers. Of this total demand, potable water use at the Project site (for the existing retail building and warehouse building) was approximately 11.4 AFY.

## **C. Wastewater and Wastewater Treatment**

CVWD also provides wastewater collection services for the Project site. As shown on Exhibit 3-17, Conceptual Utility Plan, in Section 3.0, sewer service to the Project site is currently provided by connections to an existing 18-inch sewer line in 4<sup>th</sup> Street.

Wastewater is conveyed to IEUA regional trunk and interceptor sewers. The IEUA receives over 50 MGD of wastewater per day, which is treated in IEUA facilities to produce recycled water (refer to discussion above regarding recycled water lines). IEUA provides wastewater treatment with domestic and industrial disposal systems and energy production facilities serving approximately 875,000 residents within a 242-square mile area in San Bernardino County through its water and sewer member agencies (including CVWD) (IEUA, 2020a). Wastewater from the CVWD sewer lines is conveyed for treatment at the IEUA's Regional Plant No. 4 (RP-4), located at 12811 6<sup>th</sup> Street in Rancho Cucamonga. This plant is 0.3-miles east of the site. RP-4 has a design capacity of 14 MGD and serves the cities of Rancho Cucamonga and Fontana and the unincorporated areas east of Rancho Cucamonga and south of Fontana. Approximately 10 MGD of wastewater is treated to the tertiary level at RP-4 to meet standards for recycled water use, with solids conveyed to RP-1 for thickening, anaerobic digestion, and dewatering (IEUA, 2020b).

**D. Storm Water Conveyance Facilities**

As further discussed in Section 4.9, of this Draft EIR, under existing conditions, runoff from the Project site is collected in multiple catch basins and travels southwest into an existing storm drain beneath 4<sup>th</sup> Street, which then discharges into an existing City of Ontario storm drain system. Runoff from landscaped areas adjacent to 4<sup>th</sup> Street, an existing parking lot, and the easterly drive aisle discharge to the street via sheet flow or a parkway culvert.

**E. Electricity, Natural Gas, Telecommunication Services**

SCE serves portions of the City, including the existing retail building and warehouse building on the Project site. SCE has existing 12 kV underground facilities adjacent to the Project site in 6<sup>th</sup> Street and 4<sup>th</sup> Street. RCMU also provides electricity services to various residential and non-residential developments in the southeastern section of the City; however, RCMU does not currently provide electric service to the site and does not have any electric facilities in the vicinity of the Project site.

SCGC provides natural gas services to the City and the region, and has 6-inch gas main lines in the north sides of 4<sup>th</sup> Street and 6<sup>th</sup> Street.

Frontier Communications and Charter Communications have franchise rights to operate communication systems in the area; both providers have existing underground facilities in 6<sup>th</sup> Street. RCMU also provides telecommunication services in the City; however, RCMU does not currently provide these services to the site and does not have any telecommunications facilities in the vicinity of the Project site.

**F. Solid Waste Collection and Disposal Services**

Solid waste collection services for the City, including the Project site, are provided by Burrtec Waste Industries. Burrtec offers residential, commercial, and industrial collection services. Solid waste from the Project site is expected to be disposed at the Mid-Valley Landfill, which is owned and operated by the San Bernardino County Solid Waste Management Division. The Mid-Valley Landfill, located in Rialto, is permitted to receive 7,500 tons of solid waste per day and has a remaining disposal capacity

of approximately 61.2 million cubic yards (CalRecycle, 2019a). In November 2020, the peak daily disposal at the Mid-Valley Landfill was 4,857 tons (CalRecycle, 2020).

In 2019 (the last year data was approved), the City implemented 40 programs to reduce solid waste generation and achieve the increased solid waste diversion required. These programs involve composting, facility recovery, household hazardous waste (HHW), policy incentives, public education, recycling, source reduction, special waste materials, and transformation (CalRecycle, 2019b).

### **G. Existing Site Conditions**

Following is a summary of existing available information related to the existing warehouse building and retail building on the Project site, which has a building area of approximately 1,454,240 square feet (sf).

- From 2019 to 2020, the warehouse building and retail building on the Project site consumed an average of 10,184 gallons per day (GPD) of water (approximately 11.4 AFY) (CMC, 2021).
- In December 2018, the warehouse building and retail building on the Project site used 524,461 kilowatt-hours (kWh) of electricity; the average usage between January 2018 and December 2018 was approximately 516,322 kWh per month (Engie Insight, 2019).
- In December 2018, the warehouse building and retail building on the Project site used 139 therms of natural gas; the average usage between January 2018 and December 2018 was approximately 83 therms per month (Engie Insight, 2019).

#### **4.15.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project will normally have a significant adverse environmental impact on utilities and service systems if it will:

- 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.
- Have insufficient 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 determined 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.
- Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

#### 4.15.4 ENVIRONMENTAL IMPACTS

##### A. Regulatory Requirements

The Project is required to adhere to the following Regulatory Requirements (RRs). Additionally, the Project would adhere to applicable regulations discussed in Section 4.5, Energy, and Section 4.7, Greenhouse Gas Emissions, of this Draft EIR, which address energy and water consumption (e.g., Title 24 Building and Energy Efficiency Standards, the California Green Building Standards Code, and the City of Rancho Cucamonga Municipal Code).

**RR 15-1** Water and sewer plans shall be designed and constructed to meet the applicable requirements of the Cucamonga Valley Water District (CVWD) Municipal Code and City of Rancho Cucamonga Development Code. Approval of the plans by the CVWD is required prior to final map approval or issuance of permits, whichever occurs first.

**RR 15-2** Landscaping associated with the Project shall be implemented in compliance with Chapter 17.56 of the City of Rancho Cucamonga Development Code, which requires preparation and review of landscape and irrigation plans during the Design Review process. Pursuant to Section 17.56.030(B) of the Development Code, the final landscape planting and irrigation plans shall be prepared by a registered licensed Landscape Architect and shall be in substantial compliance with the preliminary landscape and irrigation plan approved by the designated approving authority.

**RR 15-3** Landscape plans prepared for the Project shall be in compliance with Chapter 17.82, Water Efficient Landscaping, of the City Rancho Cucamonga Development Code, which includes requirements for development of a water budget, landscape design guidelines, soil and grading requirements, and a requirement to use recycled water.

**RR 15-4** Demolition and construction activities on the Project site shall be conducted in compliance with requirements of Chapter 8.19, Construction and Demolition Waste Collection, of the City's Municipal Code. Construction and demolition waste shall be made available for deconstruction, salvage, and recovery prior to demolition. Inclusive of the recovered and salvaged materials, 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. Prior to issuance of each Demolition or Building Permit, a "Form CD-1 Waste Management and Recycling Plan" shall be submitted to the Engineering Services Department.

**RR 15-5** Development shall comply with Chapter 8.17, Refuse, Recyclables and Green Waste Collection, of the City's Municipal Code. The collection and disposal of refuse, recyclables or green waste shall only be conducted by entities issued a permit to do so by the City, with certain exceptions, as identified in the Municipal Code.



**B. Impact Analysis**

***Threshold 15.1 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?***

The Project involves the demolition of existing structures and associated facilities on the Project site, and redevelopment of the Project site with two high-cube warehouse buildings with ancillary office space uses (up to 2,175,000 sf including 2,134,000 sf of warehouse space and 41,000 sf of office space). The analysis below addresses the utility demand generated by the Project and infrastructure that would be installed to serve the Project. It should be noted that the Project's proposed infrastructure connections would only serve the Project and would not facilitate additional development.

**A. Water Infrastructure**

The Project's water demand (indoor and outdoor uses) as reported in the Project-specific WSA, is estimated to be approximately 30,152 GPD (33.8 AFY), including 14,790 gpd (16.6 AFY) for indoor water and 15,362 GPD (17.2 AFY) for outdoor irrigation. As previously discussed, based on CVWD-provided meter records, the 2019/2020 water use on the site was 10,184 GPD (11.4 AFY), which would have been accounted for in the CVWD 2015 UWMP water demand projections. Therefore, the net increase in water demand for the site with implementation of the Project would be approximately 19,968 GPD (22.4 AFY).

The Project would include the installation of on-site water and recycled water lines to provide domestic water to the proposed uses, and for fire flow and irrigation. The on-site water and recycled lines would connect to existing lines beneath 4<sup>th</sup> Street and 6<sup>th</sup> Street (refer to Figure 3-16, Conceptual Water and Sewer Plan, in Section 3.0, of this Draft EIR). No expansion, extension, re-construction, or other modifications to existing off-site water or recycled water lines would be required to serve the Project. The Project's water system would be designed to ensure sufficient fire flow to the proposed buildings, including the installation of fire pumps on-site for each building.

Construction activities associated with removal of existing on-site water lines, and installation of the proposed on-site water and recycled water lines, fire pumps, and connections to existing lines in 4<sup>th</sup> Street and 6<sup>th</sup> Street would be within the physical impact area identified for the Project in Section 3.0, and evaluated throughout this Draft EIR (refer to the construction and physical impact discussions in Sections 4.1 through 4.15 of this Draft EIR). Additionally, water facilities would be installed in compliance with applicable CVWD requirements (refer to RR 15-1). No additional impacts associated with construction/installation of on-site water lines or connections to existing water facilities would occur.

**B. Wastewater**

The Project would increase the amount of wastewater generated at the Project site. The Project's estimated wastewater generation entering the CVWD's sewer system is conservatively estimated to be a net increase of approximately 19,968 GPD based on the estimated net increase in water demand.

The Project would connect to an existing CVWD 18-inch sewer line beneath 4<sup>th</sup> Street. Each building would have its own 6-inch sewer lateral and an 8-inch sewer line beneath the trailer parking area along the Project's western boundary. Existing on-site sewer lines would be removed and would occur within the physical impact area evaluated in this Draft EIR. No expansion, extension, re-construction, or other modifications to existing off-site public sewer lines would be required to serve the Project, as CVWD has indicated that the existing sewer system has adequate capacity to serve the Project (CVWD, 2019).

Construction activities associated with the removal of existing on-site sewer lines and the proposed installation of new on-site sewer lines, and connections to the existing sewer line beneath 4<sup>th</sup> Street would be within the physical impact area identified for the Project in Section 3.0 and evaluated throughout this Draft EIR (refer to the construction and physical impact discussions in Sections 4.1 through 4.15 of this Draft EIR). Additionally, sewer facilities would be installed in compliance with applicable CVWD regulations (refer to RR 15-1). No additional impacts associated with construction/installation of on-site sewer lines or connections to sewer facilities would occur.

**C. Stormwater Drainage**

As described in Section 4.9, of this Draft EIR, stormwater from the Project site currently drains southerly via existing storm drains beneath the Project site into a 7x3 reinforced concrete box (RCB) beneath 4<sup>th</sup> Street. The proposed on-site storm drain system would be installed as part of the Project, and would consist of a network of grate inlets, catch basins, underground storm drain pipes, and underground retention systems that would collect and treat stormwater runoff from the Project site (refer to Figure 3-17 and Figure 3-18 in Section 3.0 of this Draft EIR). Existing on-site storm drain facilities would be removed. Additionally, a proposed storm drain system with multiple public catch basins would be constructed along proposed Street A to collect the runoff from the roadway. Consistent with existing conditions, the on-site storm drain system would connect to the RCB beneath 4<sup>th</sup> Street. The Project does not include the expansion, extension, re-construction, or other modifications to existing off-site public storm drains to accept stormwater runoff flows from the Project site.

Construction activities associated with the proposed on-site storm drain facilities, off-site connections to existing facilities, and relocation of the catch basin, would be within the physical impact area identified for the Project and evaluated throughout this Draft EIR (refer to the construction and physical impact discussions in Sections 4.1 through 4.15 of this Draft EIR). No additional impacts associated with construction of on-site storm drain facilities or connections to storm drain facilities would occur.

**D. Dry Utilities**

As previously discussed in Section 4.5, the Project would increase the demand for electricity at the Project site; however, the Project would comply with Title 24 Energy Efficiency Standards and the CALGreen Code (which the City has adopted by reference).

As previously discussed, SCE has existing 12 kV underground facilities adjacent to the Project site in 4<sup>th</sup> Street and 6<sup>th</sup> Street. However, RCMU has indicated that they would provide electric service to the Project. To serve the proposed development, above ground transformers would be installed at each building and onsite electric facilities would connect to either existing SCE electric facilities or future RCMU facilities in 4<sup>th</sup> Street and 6<sup>th</sup> Street. The extension of backbone electric infrastructure to the Project site by RCMU is not currently proposed and the location and timing for installation of this infrastructure is speculative at this time. Therefore, the physical impacts that may occur from installation of this infrastructure by RCMU in the future are appropriately not addressed in this environmental analysis. If RCMU extends their backbone infrastructure to the Project site, the City would analyze any impacts of such extension as required pursuant to CEQA.

As previously discussed, Frontier Communications and Charter Communications have existing underground facilities in 6<sup>th</sup> Street. However, RCMU has indicated that they would provide telecommunications service to the Project. RCMU does not currently provide telecommunications facilities to serve the Project. The extension of backbone infrastructure to the Project site by RCMU is not currently proposed and the location and timing for installation of this infrastructure is speculative at this time. Therefore, the physical impacts that may occur from installation of this infrastructure by RCMU in the future are appropriately not addressed in this environmental analysis. If RCMU extends their backbone infrastructure to the Project site, the City would analyze any impacts of such extension as required pursuant to CEQA. The installation of new communication systems would be the best available technology at the time of the development (currently fiber optic service) and would connect to existing facilities in 6<sup>th</sup> Street.

SCG owns and operates the existing natural gas facilities within and around the Project site and has existing 6-inch gas lines beneath 4<sup>th</sup> Street and 6<sup>th</sup> Street. It is not anticipated that the proposed high-cube warehouse uses would require natural gas for operations, and no new natural gas facilities are proposed. Should a future tenant require natural gas service in the future, this would be accommodated through connections to the existing gas lines.

Final plans for dry utility service would be designed and infrastructure would be installed in compliance with applicable requirements of the utility providers, as applicable. With RCMU's extension of backbone infrastructure to the Project site, which would be subject to separate CEQA review by RCMU, no off-site expansions or up upgrades are required. The Project does not include the expansion, extension, re-construction, or other modifications to existing off-site utility lines. Construction activities associated with the installation of proposed on-site dry utility infrastructure, and any off-site connections to existing or planned dry utility infrastructure, would be within the physical impact area identified for the Project and evaluated throughout this Draft EIR. No additional impacts associated with construction of dry utility infrastructure would occur.

**Impact 15.1** Utility infrastructure installation and associated improvements would occur within the identified physical impact area for the Project (on-site and within the public right-of-way along adjacent streets) as addressed throughout this Draft EIR, and in compliance with applicable requirements of the utility providers. No additional impacts would result and this impact would be less than significant.

***Threshold 15.2 Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.?***

A WSA for the Project has been prepared in compliance with SB 610; the WSA, approved by the CVWD Board of Directors on January 26, 2021, is provided in Appendix M of this Draft EIR, and is summarized in this section. CVWD is the water provider for the Project and its 2015 UWMP was prepared pursuant to California Water Code and the Urban Water Management Planning Act. The CVWD 2015 UWMP, as well as pertinent updated demand and supply information from CVWD staff, serve as the basis for the WSA and were used in determining available water supplies to serve the Project.

The WSA utilizes the net new water demand for the Project site to evaluate if there is sufficient supply to meet the demands of the Project as well as all other existing and planned future water demand for the CVWD service area over the next 20 years. The net new demand for the Project area is the difference between the existing water use and the estimated new water demand for the site. As noted below in Table 4.15-1, Estimated Potable Water Demand, the Project's water demand (indoor and outdoor uses) is estimated to be approximately 30,152 GPD (33.8 AFY). Based on CVWD-provided meter records, the 2019/20 water use on the site was 11.4 AFY, which would have been accounted for in the CVWD's 2015 UWMP water demand projections. Therefore, the net increase in water demand for the site would be approximately 22.4 AFY. It should be noted that compliance with RRs 14-2 and 14-3 address water efficient landscaping and irrigation systems and serve to reduce water demand.

The Project-specific WSA includes a detailed discussion of CVWD's projected water supply and demand. In summary, and as shown Table 4.15-2, CVWD Future Potable Supply - Normal Years, CVWD's projected total water demand in 2020, is approximately 57,942 AFY. By Year 2040, with the currently proposed Project and the EHNCP, the estimated water demand for the CVWD water service area is approximately 64,567 AFY, under normal hydrologic conditions.

As previously identified CVWD's sources of water supply includes untreated imported water purchased through the IEUA, groundwater rights to the Chino and Cucamonga Basins, and surface water. Recycled water is also provided through the IEUA and is considered in the CVWD 2015 UWMP. However, as a conservative analysis, only potable sources are considered for the Project's 22.4 AFY total net water demand. CVWD has historically met all of its water demands using these sources. It should be noted that imported water is broken down between Tier I and Tier II, and has been updated to include the estimated water demands for the Project and EHNCP.

**Table 4.15-1 Estimated Potable Water Demand**

Bldg.	Land Use	Type		Indoor Water Use Demand Factor	Outdoor Water Use Demand Factor <sup>1</sup>	Estimated Domestic Water Demand <sup>3</sup>	
		Quantity	Units			Indoor Water Demand	Outdoor Irrigation Demand <sup>5</sup>
1	General Industrial	961	Employee	10 gpcd	-	9,610 gpd	-
	Landscape	5.56	Ac <sup>4</sup>	-	2 AF/Ac/Yr	-	9,940 gpd
2	General Industrial	518	Emp	10 gpcd	-	5,180 gpd	-
	Landscape	3.04	Ac <sup>4</sup>	-	2 AF/Ac/Yr	-	5,422 gpd
-	Street/Easement	8.0	Ac	-	-	-	-
<b>GROSS Total</b>						14,790 gpd 16.6 AFY	15,362 gpd 17.2 AFY
Existing <sup>2</sup>		n/a		n/a	-. <sup>2</sup>	10,184 gpd <sup>2</sup>	
<b>Net Increase</b>		-		-		<b>19,968 gpd 22.4 AFY</b>	

1 Typical landscape ordinance restrictions per the 2009 Water Conservation Act range from 1.0 to 2.0 AF/Ac/Yr.

2 CVWD staff provided consumption data for water service accounts serving the Project site; assumes irrigation consumption is included.

3 Represents demand on CVWD potable (domestic) water sources until non-domestic water becomes available.

4 For purposes of analysis, estimated irrigation acreage associated with each building is based on 375,000 of landscaped area and the breakdown between each building is based on square-footage of each building.

5 Represents demand that could be served by non-domestic water sources.

Source: (CMC, 2021)

**Table 4.15-2 CVWD Future Potable Supply - Normal Years**

Potable Water Supply & Demands (Afy)		2020	Year			
			2025	2030	2035	2040 <sup>1</sup>
Water Demands	Project Demands	0	22	22	22	22
	CVWD Total Potable Demands <sup>1</sup>	57,942	60,163	64,209	64,547	64,547
	<b>PROJECTED TOTAL CVWD DEMAND</b>	57,942	60,185	64,231	64,569	64,569
Water Supply	Chino Basin	12,755	13,687	13,859	19,282	19,282
	Cucamonga Basin	10,000	10,000	10,000	10,000	10,000
	Surface Water	4,540	4,540	4,540	4,540	4,540
	IEUA Tier I Imported Water	28,369	28,369	28,369	28,369	28,369
	IEUA Tier II Imported Water <sup>1</sup>	3,236	4,704	7,463	2,378	2,378
	Imported Water Total (Adjusted from Table 20 of the WSA) <sup>3</sup>	31,605	33,073	35,832	30,747	30,747
	<b>TOTAL POTABLE SUPPLY<sup>2</sup></b>	58,900	61,300	64,231	64,569	64,569
Surplus Supply <sup>2</sup>		958	1,115	0	0	0

1 Based on input from CVWD staff and published data from CVWD.

2 Based on current total water supply (58,900 AFY)

4 Adjusted from CVWD Projected Water Supplies (Table 20 of the WSA) to include the Project and based on information provided by CVWD staff.

Source: (CMC, 2021)

Based on the water supply information in the 2015 UWMP, and information provided by CVWD staff specific to the Project's WSA and previous WSAs, CVWD's future water demands can be met by using existing sources of water. The additional demands for future projects, including the Project, can be met by CVWD's purchase of additional Tier II imported water from IEUA. CVWD has the ability to purchase Tier II water to meet the demands of future projects. With CVWD's unlimited access to Tier II water, CVWD plans to use this as the water supply source for currently proposed future projects. All water sources are evaluated on a continual basis and implemented in the most cost-effective manner for service to CVWD customers.

The supply and demand for the normal year are summarized in Table 23 of the WSA included in Appendix M of this Draft EIR. The table shows that CVWD is projected to have sufficient supply to meet demands. In a single dry year, CVWD's groundwater supply is not anticipated to be affected. The water supply/demand projected for dry year conditions is shown in Table 24 of the WSA included as Appendix M of this Draft EIR. The difference from reduced canyon flows during a single dry year could be met from CVWD's stored groundwater from the Chino Basin and/or implementation of water shortage contingency plan (see Section 3.2 of the WSA).

In multiple dry years, CVWD's surface water supplies are expected to be reduced. The water supply projected for multiple dry year conditions is shown in Table 25 of the WSA included in Appendix M of this Draft EIR. There could also potentially be imported water restriction, such as those implemented in 2015. To meet demands, the shortfall from reduced canyon flows, imported water restrictions and State mandated water reductions during a multi-dry year could be met from the CVWD's stored groundwater from the Chino Basin, MWD Tier II imported water (if available), replenishment water (if available), and implementation of the water shortage contingency plan. For the projected supply, CVWD would utilize all its MWD Tier I allocation (28,369 AFY) and would also pursue MWD Tier II water in order to meet any additional demand needs.

Additional groundwater is also available to CVWD from the Cucamonga Basin. Cucamonga Basin water production has been limited due to groundwater treatment capacity. Current water supply improvement projects are proposed by CVWD to return the Cucamonga Basin production to its previous levels. New wells and additional groundwater treatment capacity in Cucamonga Basin would allow production to the CVWD's full groundwater pumping rights to serve the Project as well as all other currently planned development projects within CVWD. As identified in Section 5.2.2 of the CVWD 2015 UWMP, the District has the right to produce at least 10,500 AFY in addition to the 3,620 AFY from surface flows in Cucamonga Creek. Currently, as shown in Table 4.15-2 above, CVWD is planning to utilize only 10,000 AFY of groundwater from the Cucamonga Basin. A potential 2,566 AFY or more of groundwater could be evaluated for use by CVWD.

Therefore, the CVWD would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years and this impact would be less than significant.

**Impact 15.2** Development allowed by the Project would require water supplies from the CVWD. The WSA shows that CVWD has available water supplies to meet the water demands (22.4 AFY) of the Project for the next twenty years through 2040, including demands during normal, single dry and multiple dry years. The CVWD has concurred with the findings of the WSA that available water supplies would be adequate to serve the Project. Thus, impacts would be less than significant and no mitigation is required.

**Threshold 15.3** *Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

As previously discussed, wastewater is collected and transported to IEUA wastewater treatment facilities where it is processed into recycled water. IEUA provides disinfected tertiary treated recycled water. Wastewater generated by the Project would be treated at IEUA's RP-4. Under existing conditions, RP-4 has an excess capacity of approximately 4 MGD. As previously discussed, it is conservatively estimated that the Project would generate a net increase of approximately 19,968 GPD of wastewater (approximately 0.02 MGD). Accordingly, implementation of the Project would utilize less than 0.01% of the excess daily treatment capacity at RP-4. RP-4 has sufficient excess capacity to treat wastewater generated by the Project (CVWD, 2019). The Project would not create the need for any new or expanded wastewater facilities. This impact is less than significant and no mitigation is required.

**Impact 15.3** IEUA wastewater treatment facilities have sufficient capacity to serve the Project and existing commitments, and this impact would be less than significant.

**Threshold 15.4** *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?*

**A. Construction Impact Analysis**

Existing on-site structures and associated facilities would be demolished during Project construction, which would generate various types of solid waste (e.g., scrap metal, green waste, and building material trash). The CALGreen Code, which is implemented through the Rancho Cucamonga Municipal Code Chapter 8.19, Construction and Demolition Waste Collection, requires that at least 65% of construction and demolition debris be diverted from landfills through recycling, reuse, and/or salvage (refer to RR 15-4). It is estimated that approximately 137,597 tons of debris would be generated during demolition. There would be approximately 125,120 tons of demolished concrete and approximately 3,809 tons of pulverized asphalt, which would be re-used on-site as fill material. Additionally, approximately 432 tons of green waste, 2,800 tons of scrap metal, and 3,913 tons of refuse would be diverted from the landfill through recycling or reuse. In summary, the Project would divert approximately 136,074 tons of debris from the landfill. Thus, approximately 98% of the Project's demolition waste would be diverted, exceeding the requirements of the CALGreen Code and City Municipal Code. Approximately 1,523 tons of materials would require disposal at the landfill. As shown in Table 3-2 in Section 3.0, of this Draft EIR, it is estimated that demolition/crushing for Building 1, and site preparation for Building



2 (including demolition of existing parking areas), would occur over approximately 72 days. This corresponds to the approximately 21 tons per day of material for landfill disposal. As previously discussed, the Mid-Valley Landfill is permitted to receive 7,500 tons of solid waste per day and in December 2019, the average daily disposal at the Mid-Valley Landfill was 5,000 tons. Therefore, the demolition materials generated by the Project would represent approximately 0.8% of the remaining permitted daily capacity of the landfill (2,500 tons of solid waste per day).

Following demolition, solid waste also would be generated by the Project construction process, primarily comprising discarded materials and packaging. Based on a proposed building area of 2,175,000 sf and a construction waste generation factor of 4.34 pounds per square foot (EPA, 2009), approximately 4,720 tons of waste would be generated over the course of Project construction<sup>2</sup>. With the required diversion of at least 65% of construction debris, the Project is estimated to generate approximately 1,652 tons of construction waste that would be disposed of at a landfill. The Project's building construction would occur over a period of approximately 807 working days, which corresponds to approximately 2.0 tons of construction waste being generated per day of construction activity. This represents approximately 0.08% of the remaining permitted daily capacity of the landfill.

The volume of solid waste generated during Project construction would neither exceed State or local disposal standards nor exceed the local infrastructure capacity to handle the waste disposal. Furthermore, the Mid-Valley Landfill is not expected to reach its total maximum permitted disposal capacity until 2045, which would not occur during the Project's construction period. The Mid-Valley Landfill would have sufficient daily capacity to accept solid waste generated by the Project's construction phase; therefore, impacts to landfill capacity associated with Project construction activities would be less than significant.

### **B. Operation Impact Analysis**

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of industrial/warehouse building area (CalRecycle, 2019c), long-term operation of the Project would generate approximately 15.4 tons of solid waste per day<sup>3</sup>. A minimum of 75% of all solid waste would be required to be recycled pursuant to AB 341, consistent with the State's solid waste reduction goals; therefore, Project operation would generate approximately 3.9 tons per day of solid waste requiring disposal at a landfill. Non-recyclable waste generated by the Project would also be disposed at the Mid-Valley Landfill. The Project's estimated solid waste generation represents approximately 0.2% of the remaining permitted daily capacity of the landfill (2,500 tons of solid waste per day).

The Project's long-term solid waste generation is not in excess of State or local disposal standards, or in excess of the local infrastructure capacity to handle the waste disposal. As described above, the Mid-Valley Landfill is below its maximum permitted daily disposal volume and is not anticipated to close until 2045. Thus, waste generated by the Project's operation is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Because the Project would generate a relatively

<sup>2</sup> 2,175,000 sf of new building area × 4.34 lbs/sf ÷ 2,000 lbs/ton = 4,720 tons

<sup>3</sup> 2,175,000 sf of building area × 1.42 lbs/100 sq. ft ÷ 2,000 lbs/ton = 15.4 tons

small amount of solid waste per day as compared to the permitted daily capacity of the landfill, impacts to landfill facilities during the Project's long-term operational activities would be less than significant.

**Impact 15.4** The Project would be served by a landfill with available capacity. Impacts would be less than significant and no mitigation is required.

***Threshold 15.5 Would the Project comply with federal, state, and local statutes and regulations related to solid waste?***

Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. Future tenants of the Project would be required to coordinate with Burrtec Waste Industries to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB 341, Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991.

Additionally, future tenants would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations. AB 939 required that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The diversion goal has been increased to 75% by 2020 by SB 341. Further, the Solid Waste Disposal Measurement Act of 2008 (SB 1016) was established to make the process of goal measurement (as established by AB 939) simpler, more timely, 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. As previously discussed, in 2018, the City implemented 40 programs to reduce solid waste generation and achieve the increased solid waste diversion required. The City had an average disposal rate of 4.9 pounds per resident per day and 10.8 pounds per employee per day in 2018 (the last year for which information is available. These disposal rates are less than the established disposal rate target of 6.8 pounds per resident per day and 16.7 pounds per employee per day. (CalRecycle, 2019d) Therefore, resident- and employee-generated solid waste being diverted to landfills is less than anticipated for the City, and the City is in compliance with solid waste management regulations.

Building operators would participate in the City's recycling programs, and recycling would occur in compliance with Chapter 8.17, Refuse, Recyclables, and Organics Collection, of the City's Municipal Code (refer to RR 15-5). As such, the Project would not conflict with any federal, State, or local regulations related to solid waste. Therefore, no impact related to compliance with solid waste statutes would occur, and no mitigation is required.

**Impact 15.5** Construction and operation associated with implementation the Project would be conducted in compliance with applicable statutes and regulations related to solid waste. No impact would occur and no mitigation is required.

#### **4.15.5 CUMULATIVE IMPACTS**

The geographic context for the cumulative impact analysis for utilities and infrastructure systems for water, recycled water, and sewer collection services is the CVWD service area. The geographic context for the cumulative impact analysis for dry utilities is the service area for the respective service providers (RCMU and/or SCE, SCGC, Frontier Communications, and Charter Communications). The cumulative impact area for wastewater treatment impacts is the service area for IEUA's RP No. 4, which is located in the City of Rancho Cucamonga and serves areas of Fontana, Rancho Cucamonga, and other areas in San Bernardino County. The geographic context for the cumulative impact analysis for the solid waste is the City of Rancho Cucamonga.

As with the Project, individual cumulative development projects would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, dry utility infrastructure, and others) to serve the projects. However, the infrastructure needed for the Project would be limited to relatively small distribution and collection lines, which would occur within the Project's identified construction impact area (on-site and adjacent to the site). No new or expanded off-site infrastructure is required to be implemented as part of the Project, beyond the utility line connections to existing utilities adjacent to the Project site. As further discussed in Section 6.4, Growth Inducing Impacts, the Project's proposed utility line connections would only serve the Project site and would not facilitate additional development in the area. Should RCMU provide electric and/or telecommunication services to the Project, new backbone infrastructure would be installed by RCMU and would occur within existing public street right-of-way. The environmental impacts associated with construction utility infrastructure to be installed as part of the Project have been addressed throughout this Draft EIR and would be less than significant with mitigation. The Project and all new development would have to coordinate with service providers to obtain services, and connections to existing utility lines would be made in accordance with the applicable requirements of the utility provider and City of Rancho Cucamonga Development Code, as applicable. Further, the payment of service fees to the respective service providers is expected to ensure adequate services to individual developments. The Project in conjunction with cumulative development would not result in significant impacts related to the construction and installation of utility infrastructure and would not result in a cumulative impact. Therefore, the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with construction of utility infrastructure.

The Project involves redevelopment of the Project site and as discussed under Threshold 15.2 would increase the amount of potable water demand for the site. According to the Project's WSA included in Appendix M of this Draft EIR, CVWD has sufficient potable water supplies to meet existing and future demands through the year 2040 under normal, single dry, and multiple dry years serve the Project and reasonably foreseeable future development, resulting in a less than significant cumulative impact. As such, the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with water supply.

As previously discussed, the IEUA provides wastewater treatment services to approximately 875,000 people over 242 square miles, and the current remaining capacity for treatment at RP No. 4 is 4 MGD. The existing primary and secondary treatment processes at RP-4 have sufficient capacity to treat

projected flows and loads through the planning horizon of 2035; however, the tertiary process will need to be expanded. Additional filtration and disinfection units would be needed by 2035 to handle the increased flows and loads. IEUAs 20-year Capital Improvement Program (CIP) includes the RP-4 Tertiary Expansion Project, which is evaluated in the *IEUA Facilities Masters Plans Final Program Environmental Impact Report* (SCH No. 2016061064) (February 2017) (ESA, 2017). Therefore, the IEUA would have adequate wastewater treatment capacity for wastewater generation by the Project and cumulative developments in its service area and there would be less than significant cumulative impact. The wastewater generated by the Project would not exceed the capacity of RP-4 and the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with wastewater treatment.

The solid waste generated by construction and operation of the Project would represent nominal portion of the daily disposal capacity at the Mid-Valley Landfill. This landfill has sufficient daily capacity to handle solid waste during the Project construction and operation and the Project and would not directly result in the need for expanded solid waste disposal facilities. Further, the Project would adhere to applicable local and State regulations during both construction and long-term operations. Other cumulative development would also be required to comply with such regulations. Therefore, the Project combined with cumulative projects would not have a cumulative impact, and the Project would not have a cumulatively considerable contribution to a significant cumulative impact related to solid waste disposal and compliance with regulations addressing the reduction of solid waste generation and disposal.

#### 4.15.6 MITIGATION MEASURES

With adherence to the regulations outlined in RR 15-1 through RR 15-5, no significant impacts related to utilities and service systems would result and no mitigation measures are required.

#### 4.15.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts related to utilities and service systems would be less than significant.

#### 4.15.8 REFERENCES

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## 5.0 ALTERNATIVES

### 5.1 INTRODUCTION

An Environmental Impact Report (EIR) must identify ways to mitigate or avoid the significant effects that a project may have on the environment. In compliance with Section 15126.6(a) of the California Environmental Quality Act (CEQA) Guidelines, 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”. This section identifies potential alternatives to the Project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines on alternatives (Sections 15126.6[b]–15126.6[f]) are provided below to explain the foundation and requirements for the alternatives analysis in the EIR.

- 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 objective, 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][1]).
- The “no project” analysis shall discuss the existing conditions at the time the Notice of Preparation 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 the “rule of reason” that requires 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. 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 range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. 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]).

- 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]).
- If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given location (Section 15126.6[f][2][B]).
- 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]).

### 5.1.1 SUMMARY OF THE PROJECT

The Project site encompasses 91.4 gross acres<sup>1</sup> and is located north of 4<sup>th</sup> Street, south of 6<sup>th</sup> Street, and generally located west of Etiwanda Avenue and east of Santa Anita Avenue. The Project site is currently occupied with a 23,240-square foot (sf) retail building and a 1,431,000- sf warehouse building previously occupied by Big Lots.

As described in Section 3.0, Project Description, of this Draft EIR, the Project involves redevelopment of the Project site with high-cube warehouse uses consisting of two buildings (up to 2,175,000 sf) of gross floor area (warehouse uses and ancillary office space), which includes the 1,422,500 sf Building 1 (1,403,500 sf of ground floor building area and 19,000 sf of mezzanine area) and 752,500 sf Building 2 (738,270 sf of ground floor building area and 14,230 sf of mezzanine area). For purposes of analysis in this Draft EIR, as applicable, it is assumed that up to 90% of the building square footage would consist of a high-cube non-sort fulfillment center warehouse, and 10% would consist of a high-cube cold storage warehouse. Existing structures and improvements on the Project site would be demolished to accommodate the Project.

Access to the Project would be provided from access driveways along 4<sup>th</sup> Street, 6<sup>th</sup> Street, and one new public roadway proposed by the Project (Street A). Additional improvements associated with the Project include, but are not limited to, surface parking areas (automobile and truck trailer stalls), vehicle drive aisles, landscaping, storm water quality/storage, utility infrastructure, exterior lighting, and signage. The Project would also involve improvements to 4<sup>th</sup> Street and 6<sup>th</sup> Street along the Project site frontage.

The Project site is within the City’s Southeast Focus Area, as identified in the Rancho Cucamonga General Plan, and has the General Plan land use designations of Heavy Industrial on the northern 55.2 acres and General Industrial on the remaining 36.2 acres of the site. The Project includes a General Plan Amendment and Zoning Map Amendment to modify the land use designation and zoning for the

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<sup>1</sup> The Project site encompasses approximately 85.0 net acres, excluding existing and proposed public roadway right-of-way and other area to be granted to the City.



northern area from Heavy Industrial to General Industrial to allow for land use designations and associated regulations and development standards across the site.

Approval actions required from the City to implement the Project include: (1) adoption of a General Plan Amendment to change the land use designation for the northern portion of the Project site from Heavy Industrial to General Industrial; (2) adoption of a Zoning Map Amendment to change the zoning designation for the northern portion of the Project site from Heavy Industrial to General Industrial; (3) approval of a Tentative Parcel Map to subdivide the Project site, which is currently a single legal parcel, into two parcels to accommodate the proposed buildings (Buildings 1 and 2); (4) approval of a Site Plan and Architectural review for site, architectural plans, and landscape plans; (5) adoption of a Development Agreement; and, (6) certification of the EIR. Additionally, a Tree Removal Permit would be required for the removal of heritage trees on-site.

### 5.1.2 PROJECT OBJECTIVES

As stated in Section 3.0, Project Description, of this Draft EIR, the objectives that have been established for the Project are listed below.

1. Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the *Rancho Cucamonga General Plan*.
2. Maximize redevelopment of the existing underutilized Project site and generate increased property tax revenue for the City of Rancho Cucamonga in order to support the City's ongoing municipal operations.
3. Maximize development of Class A high cube warehouse industrial buildings in the City of Rancho Cucamonga that are designed to meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region.
4. Create employment-generating businesses in the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment, and to improve the jobs to housing balance.
5. Develop a project with an architectural design and operational characteristics that complement other existing buildings in the immediate vicinity and minimize conflicts with other nearby land uses.
6. Maximize industrial warehouse buildings in close proximity to an already-established industrial area, designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways, and avoid locating industrial warehouse buildings in close proximity to residential uses.
7. Develop properties that have access to available infrastructure, including roads and utilities to be used as part of the Southern California supply chain and goods movement network.

### **5.1.3 SUMMARY OF SIGNIFICANT IMPACTS**

The analysis in Sections 4.1 through 4.15 of this Draft EIR concludes that implementation of the Project would result in no impact; a less than significant impact; or a less than significant impact with adherence to applicable regulatory requirements and/or incorporation of Project-level mitigation measures, for each of the thresholds of significance evaluated in this Draft EIR. No significant and unavoidable impacts would result.

It should be noted that although the Project would not result in any significant and unavoidable impacts, Project-level mitigation measures are required to reduce potentially significant impacts to levels considered less than significant for the following topical issues: Air Quality (due to construction-related emissions), Cultural Resources (due to the potential to encounter previously undiscovered cultural resources during construction), Geology and Soils (due to the potential to encounter paleontological resources during construction), Noise (due to construction-related noise), and Tribal Cultural Resources (due to the potential to encounter previously undiscovered tribal cultural resources during construction). These potentially significant impacts are associated with construction activities, not operation of the Project.

## **5.2 ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD FOR DETAILED ANALYSIS**

Section 15126.6(c) of the CEQA Guidelines specifies that an EIR should 1) identify alternatives that were considered by the Lead Agency but were eliminated from detailed consideration because they were determined to be infeasible during the scoping process, and 2) briefly explain the reasons underlying the Lead Agency's determination. Section 15126.6(c) of the CEQA Guidelines states, "[a]mong the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The following alternatives were considered but not selected for detailed analysis in this Draft EIR. As described in greater detail below, the main reason for rejecting these alternatives was that they would not avoid or substantially reduce the impacts associated with the Project and/or would not be consistent with the Project objectives.

### **5.2.1 ALTERNATIVE SITE**

CEQA requires that the discussion of alternatives focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project. The key question and first step in the analysis is determining whether any of the significant effects of the Project would be avoided or substantially lessened by developing the Project at 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 (CEQA Guidelines, Section 15126.6[f][2][B]).

To meet the Project objectives and implement the Rancho Cucamonga General Plan, the Alternative Site for consideration in this analysis could include other parcels within the Southeast Focus Area. For this Alternative, any development within the Southeast Focus Area would need to be consistent with

the Project, the Project objectives, and development anticipated in these, as presented in the Rancho Cucamonga General Plan. As identified in the Rancho Cucamonga General Plan (Chapter 2, Managing Land Use, Community Design, and Historic Resources), the Southeast Focus Area encompasses the only remaining land in the City devoted to industrial uses. The Southeast Focus Area is primarily accessible from the I-15 and is in the proximity of I-10. The Southeast Focus Area is a source of employment and revenue for the City. The vision for the Southeast Focus Area is as follows: the concentration of heavy industrial uses; supporting infrastructure improvements to attract industrial, manufacturing, and green technology uses; and prevent encroachment of conflicting uses that would diminish the utility of the area for heavy industry. It should be noted that although there are existing light industrial warehouse uses in the Southwest Focus Area, planned residential neighborhoods border the area to the southwest and the northeast. The vision for the Southwest Focus Area as presented in the General Plan is for commercial and community service uses, implement improvements that reduce truck traffic impacts on the residential neighborhoods, and encouraging the reuse and rehabilitation of historic or high-quality buildings. Therefore, consideration of Project implementation at an Alternative Site in the Southwest Focus Area may not be consistent with the General Plan vision and is not further addressed.

Under existing conditions, the majority of the Southeast Focus Area is developed, with the exception of several vacant parcels. There is no large, undeveloped site in this Focus Area that is similar in size to the Project site (approximately 91.4 acres) that can accommodate the same development proposed by the Project. Other parcels are developed with industrial or other non-residential uses. Consolidating an Alternative Site that is the same size as the Project site would require acquisition of contiguous property, demolition of existing operational structures, and discontinuing existing land uses, which is likely to disrupt existing businesses and operations, and would result in environmental impacts similar to those identified for the Project. These conditions also apply to other areas designated for industrial uses in the Rancho Cucamonga General Plan outside of the Southeast Focus Area.

As identified in the analysis presented in Sections 4.1 through 4.15 of this Draft EIR, with adherence to applicable regulations required of any similar development in the City, and implementation of Project-level mitigation measures, the Project would result in no impacts, less than significant impacts or less than significant impacts with mitigation for the identified topical issues. The impacts of the Project could be similar at an Alternative Site because development of the Project at an Alternative Site would only move Project impacts to a different location, thus, resulting in a similar construction impact area, types of land uses, and Project size and would be subject to the same regulatory requirements and mitigation measures.

The Project's potentially significant impacts related to encountering previously undiscovered cultural resources, tribal cultural resources, and paleontological resources during excavation would be reduced to levels considered less than significant with implementation of Project-level mitigation measures. This impact would be similar to any other sites in the Southeast Focus Area. Construction-related air quality impacts are primarily associated with the use of heavy equipment. These potential impacts are also likely to occur at other sites in the Southeast Focus Area.

The Project's construction-related noise impact is associated with increased noise levels that would occur at the West Valley Detention Center. This impact would occur with construction at any site in the vicinity of the Detention Center or near another sensitive receiver. Although this temporary impact could potentially be avoided with construction at a site at a further distance or that is not near a sensitive receiver, the Project's impact is less than significant with mitigation.

The Project-related increase in truck and vehicular trips and the associated air pollutant emissions, off-site increases in traffic-related noise, and GHG emissions, which would be less than significant with the Project, would also occur at a similar level of significance with development at an Alternative site. Further, there are no sensitive receptors immediately adjacent to the Project site, including the West Valley Detention Center, that would be significantly impacted due to on-site operations associated with the Project, whereas sensitive receptors may or may not be located adjacent to an Alternative Site.

Lastly, the Project Applicant does not own and is not involved in the acquisition of any property in the Southeast Focus Area or any other location in the City that could accommodate the Project, other than the Project site. It would not be feasible for the owner to control or otherwise have access to another site of a similar size to the Project site. Therefore, locating the Project at other parcels within the Southeast Focus Area would require lot consolidation, demolition, and displacement of existing land uses to provide a site similar to the size of the Project site (approximately 91.4 acres). CEQA does not require the consideration of infeasible sites that are not owned by the landowner or that could not be reasonably acquired by the landowner to be analyzed as alternatives to the Project (CEQA Guidelines, Section 15126.6[f][1]).

Further analysis of an alternative site(s) in this Draft EIR is not required.

### **5.2.2 ALTERNATIVE REDEVELOPMENT PROJECT ON-SITE**

It is typical to consider alternative development scenarios for a Project (reduced intensity, reduced development area, alternative site plan, alternative use, etc.) when identifying potential alternatives to avoid or reduce potential significant impacts resulting from construction or operation of a project to a less than significant level. As previously identified, and as demonstrated through the analysis presented in Section 4.1 through Section 4.15 of this Draft EIR, the Project would not result in any significant and unavoidable impacts. The Project's potentially significant impacts are less than significant with incorporation of mitigation measures.

Alternative development scenarios that involve reuse of the existing warehouse building on-site are addressed in Section 5.3, Alternatives Analysis, below. Implementation of an alternative development scenario at the Project site that involves redevelopment of the Project site, and that could potentially meet the established Project objectives, would require the removal of the existing buildings and associated facilities, site preparation, grading/excavation, building construction and utility installation (including subsurface detention chambers). All project impacts that require Project-level mitigation are associated with construction activities, not operation, and would therefore also occur under a potential alternative redevelopment scenario on-site. For that reason, as discussed further below, there is no need to further evaluate alternative redevelopment scenarios.

Following is an explanation for each topical issue as to why further consideration of alternative scenarios that involve redevelopment of the Project site is not warranted.

**A. Aesthetics**

As discussed above, the Project requires a General Plan Amendment and Zoning Map Amendment to provide a consistent industrial zoning across the Project site. As identified in Section 4.1, Aesthetics, of this Draft EIR, the Project would not result in any significant aesthetics impacts during construction or operation, including an adverse effect on a scenic vista, damage of scenic resources within a state scenic highway, conflict with a regulation governing scenic quality, or substantial light or glare. No mitigation is required. Redevelopment of the Project site with an alternative redevelopment scenario would be required to comply with the City's regulations related to aesthetics and may have similar less than significant impacts as the Project. There is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant aesthetics impacts.

**B. Air Quality**

As identified in Section 4.2, Air Quality, of this Draft EIR, the Project would result in less than significant air quality impacts (construction-related and operational). The Project's less than significant air quality impacts are primarily based on consistency of the Project with land use and growth assumptions in the City's General Plan and the Southern California Association of Governments (SCAG)'s regional planning documents, and elimination of air pollutant emissions generated by operation of the existing warehouse building and retail building on-site. The Project would adhere to applicable South Coast Air Quality Management District (SCAQMD) regulatory requirements (refer to RR 2-1 through RR 2-5) addressing emissions during construction and operation, and would incorporate a mitigation measure (refer to MM 2-1) to reduce air pollutant emissions during construction, which would reduce impacts to a less than significant level. Redevelopment of the Project site with an alternative redevelopment scenario may result in similar construction-related air quality impacts as alternative redevelopment scenarios are anticipated to have similar construction activities as the Project (e.g., demolition, grading/excavation, building construction, installation of infrastructure, architectural coatings, etc.). Additionally, any reduction in operational emissions would not avoid a significant Project impact as the Project's operational impacts are less than significant. Therefore, there is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant air quality impacts.

**C. Biological Resources**

As identified in Section 4.3, Biological Resources, of this Draft EIR, due to historic and existing land uses, no native plant communities or natural communities of special concern occur on or adjacent to the Project site. The land cover types present include "disturbed" and "developed". Additionally, there are heritage trees located on-site, primarily in the landscaped area long 4<sup>th</sup> Street. The Project would not impact sensitive plant or wildlife species or sensitive natural community; would not impact wetlands or any area under the jurisdiction of the United States Army Corps of Engineers (Corps), Regional Water Quality Control Board (Regional Board), or California Department of Fish and Wildlife (CDFW); would not interfere with wildlife movement; and would not conflict with an

approved habitat conservation plan. Further, with adherence to applicable federal and state regulations to protect nesting avian species (refer to RR 3-1 and RR 3-2), and City regulations addressing removal of trees (refer to RR 3-3 and RR 3-4), the Project would have a less than significant impact to nesting avian species, and associated with the removal of trees. Potential indirect impacts to an ephemeral channel and water detention basin located east of the Project site, outside of the Project's impact limits, would be less than significant with adherence to regulations addressing water quality protection during construction, as discussed under Hydrology and Water Quality, below. Redevelopment of the Project site may have the same physical impact area, and may result in the same less than significant impacts as the Project. Therefore, there is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant biological resource impacts.

#### **D. Cultural Resources**

As identified in Section 4.4, Cultural Resources, of this Draft EIR, the Project would not impact any known historic or archaeological resources. The Project would have the potential to encounter cultural resources and human remains during construction, resulting in a potentially significant impact. This impact is mitigated to a level considered less than significant with adherence to regulations identifying actions to take if human remains are encountered (refer to RR 4-1), and Project-level mitigation measures (refer to MM 4-1 and MM 4-2) that outline requirements for monitoring during construction and actions to take if cultural resources are discovered. This potentially significant impact could occur with any redevelopment of the Project site, as redevelopment of Project site would require the removal of existing buildings, installation of new utility infrastructure, and associated excavation. Therefore, this impact would not be reduced or avoided with implementation of alternative redevelopment scenarios. Therefore, there is no need to further evaluate alternative redevelopment scenarios to address impacts related to cultural resources.

#### **E. Energy**

As identified in Section 4.5, Energy, of this Draft EIR, the Project would comply with applicable regulations for energy conservation (e.g., Title 24 Building and Energy Efficiency Standards, the California Green Building Standards Code, and the City of Rancho Cucamonga Municipal Code), and idling restrictions for construction vehicles (refer to RR 5-1), and would not result in any significant energy impacts. No mitigation is required. Any alternative development scenario involving redevelopment of the Project site would also be required to comply with applicable regulations related to energy conservation and may result in less than significant impacts similar to the Project. Therefore, there is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant energy impacts.

#### **F. Geology and Soils**

As identified in Section 4.6, Geology and Soils, with adherence to state and local building code requirements, regulatory requirements (RR 6-1 through RR 6-4), and adherence to recommendations outlined in the Project-specific geotechnical report (which is ensured with implementation of RR 6-2), the Project would not result in any significant impacts associated with geotechnical conditions. Further,

any new development at the Project site under alternative redevelopment scenarios would be subject to the same geotechnical constraints and similar recommendations to address these constraints.

With respect to paleontological resources, excavation activities during construction to remove existing foundations and to install utility infrastructure would likely extend into native soil formations that have high sensitivity for paleontological resources, resulting in a potentially significant impact. This impact is mitigated to a level considered less than significant with Project-level mitigation measure (refer to MM 6-1) that outlines requirements for monitoring during construction and actions to take if paleontological resources are discovered. This potentially significant impact would occur with any redevelopment of the Project site, as redevelopment of Project site would require the removal of existing buildings, installation of new utility infrastructure, and associated excavation. Therefore, this impact would not be reduced or avoided with implementation of alternative redevelopment scenarios.

Therefore, there is no need to further evaluate alternative redevelopment scenarios to address impacts related to geology and soils.

#### **G. Greenhouse Gas (GHG) Emissions**

As identified in Section 4.7, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in less than significant GHG emissions impacts. The Project's less than significant impact associated with GHG emissions is a result of the elimination of existing GHG emissions generated associated with reuse of the existing warehouse and retail building. The Project also would be consistent with the City of Rancho Cucamonga Sustainable Community Action Plan and other plans, policies and regulations addressing GHG emissions. Any alternative development scenario involving redevelopment of the Project site would eliminate GHG emissions from use of the existing buildings and may result in similar less than significant GHG emissions as the Project from construction and operation. Therefore, there is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant GHG impacts.

#### **H. Hazards and Hazardous Materials**

As identified in Section 4.8, Hazards and Hazardous Materials, of this Draft EIR, with adherence to applicable regulations (refer to RR 8-1 through RR 8-4), the Project would have no impact or a less than significant impact related to hazards and hazardous materials (e.g., transport, use and disposal of hazardous materials; release of hazardous materials and hazardous emissions; location on a hazardous materials site; hazards from airport operations; emergency response/evacuation; and wildland fires). Any alternative development scenario involving redevelopment of the Project site may have similar less than significant impacts as the Project associated with construction and operation related to hazards and hazardous materials. Therefore, there is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant hazards and hazardous materials impacts.

#### **I. Hydrology and Water Quality**

As discussed in Section 4.9, Hydrology and Water Quality, of this Draft EIR, with adherence to applicable water quality regulations (as required by regulatory requirements RR 9-1 through RR 9-3),



the Project would have no impact or less than significant impacts related to hydrology and water quality. Notably, the Project would retain existing drainage patterns, would not increase the amount of water entering the public storm drain system, and would implement structural and non-structural water quality best management practice (BMPs), which do not currently exist at the Project site. Due to the depth of groundwater below the ground surface (bgs), the Project does not involve the extraction of groundwater. Additionally, the Project would not conflict with the Basin Plan or a Sustainable Groundwater Management Plan. Redevelopment at the Project site under an alternative development scenario would be subject to the same existing regulations and may have similar less than significant impacts as the Project. Therefore, there is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant hydrology and water quality impacts.

***J. Land Use and Planning***

As discussed in Section 4.10, Land Use and Planning, of this Draft EIR, the Project involves the development of industrial uses that are consistent with land use and growth assumptions for the Southeast Focus Area, as outlined in the Rancho Cucamonga General Plan, as well as applicable goals and policies of the General Plan. The Project includes proposed amendments to the General Plan and Zoning Map to provide consistent zoning across the site; these amendments would not alter the types of use allowed at the Project site.

The Project is also consistent with goals and policies outlined in SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and 2020 RTP/SCS (Connect SoCal). Notably, the Project addresses regional needs related to goods movement as presented in the RTP/SCS. Redevelopment of the Project site with an alternative development scenario that meets the Project objectives, is consistent with existing zoning and land use, and is consistent with local and regional planning programs also may have similar less than significant land use impacts as the Project. An alternative redevelopment scenario that is not consistent with the existing zoning and land use designation, or that conflicts with local and regional programs would have greater impacts compared to the Project. Therefore, there is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant land use and planning impacts.

***K. Noise***

As discussed in Section 4.11, Noise, of this Draft EIR, the Project would have a less than significant impact related to operational noise, and vibration (construction-related and operation). Operation of an alternative redevelopment scenario that meets the Project objectives and is consistent with the industrial zoning and land use designation for the Project site could generate similar operational noise as the Project, and operations at the Project site when it was previously occupied; operational noise impacts may be less than significant similar to the Project. Due to similar types of construction activities and operations, as with the Project, vibration impacts may also be less significant similar to the Project. The Project and any alternative redevelopment scenario would have no impact related to noise from airport operations because the Project site is outside the 60 dBA CNEL airport noise impact zone for the Ontario International Airport (ONT).

The Project would have potentially significant impacts related to construction noise; however, this impact would be reduced to a less than significant level with installation of a temporary noise barrier at the eastern property line shared with the West Valley Detention Center during construction and use of properly operating and maintained mufflers and directing stationary construction equipment away from noise sensitive receivers (refer to MM 11-1 and MM 11-2). Construction of an alternative redevelopment scenario would also involve construction near the West Valley Detention Center and may have similar less than significant construction-related noise impacts as the Project; MM 11-1 and MM 11-2 would also apply to an alternative redevelopment scenario.

Therefore, there is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant noise and vibration impacts.

***L. Population and Housing***

As discussed in Section 4.12, Population and Housing, of this Draft EIR, the Project does not involve the development of residential use and would not result in any direct population growth in the City. Additionally, since the Project site does not contain any residential structures, the Project would not displace substantial number of existing housing or people that would necessitate the construction of replacement housing elsewhere. The Project involves the development of industrial uses that would generate new employment opportunities at the Project site. Because the building tenants are not currently known, the types of employment opportunities that would be generated are not known. However, with a limited net increase in new employment opportunities compared to use of the existing buildings (projected as 277 employees), and no direct population growth through construction of residential uses, means the Project would not result in unplanned population growth in the area. The Project's impacts to population and housing would be less than significant. An alternative redevelopment scenario involving development of non-residential uses at the Project site consistent with the current land use and zoning designations may have similar less than significant impacts to population and housing as the Project. Therefore, there is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant population and housing impacts.

***M. Transportation***

As discussed in Section 4.13, Transportation, of this Draft EIR, with adherence to applicable regulatory requirement (refer to RR 13-1 through RR 13-5), the Project would have less than significant transportation impacts during construction and operation. The Project would not conflict with local and regional plans, policies or ordinances related to vehicular and non-vehicular circulation. Additionally, the Project would have a less than significant impact related to VMT, and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Further, the Project has been designed to adhere to the City's requirements for access, sight distance, accessibility, etc. and would have a less than significant impact related to increased hazards due to design or incompatible uses, and emergency access.

Construction and operation of an alternative redevelopment scenario that meets the Project objectives, involves non-residential development consistent with the current land use and zoning designations, adheres to the City's requirements for circulation and access and applicable regulatory requirements,

may have similar less than significant transportation impacts as the Project. Therefore, there is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant transportation impacts.

***N. Tribal Cultural Resources***

As discussed in Section 4.14, Tribal Cultural Resources, of this Draft EIR, excavation activities during construction to remove existing foundations and to install utility infrastructure would extend into previously undisturbed sediment. There is a low potential for previously undiscovered tribal cultural resources or Native American human remains could be encountered. With implementation of required mitigation measures (MM 14-1 through MM 14-6) and regulatory requirement RR 4-1 which require monitoring of construction activities by an archaeologist, and outline actions to take in the event any resources or human remains are discovered, respectively, the Project's potential impacts to tribal cultural resources would be less than significant. The potential to encounter tribal cultural resources and human remains would occur with any redevelopment of the Project site, as redevelopment of Project site would require the removal of existing buildings and installation of new utility infrastructure, and associated excavation. Therefore, this less than significant impact would not be reduced or avoided with implementation of alternative redevelopment scenarios and there is no need to further evaluate alternative redevelopment scenarios to address impacts to tribal cultural resources.

***O. Utilities and Service Systems***

As discussed in Section 4.15, Utilities and Service Systems, with adherence to regulatory requirements (refer to RR 15-1 through RR 15-5) and state and local regulations addressing energy and water conservation, the Project would have less than significant impacts related to utilities and service systems and no mitigation is required. The Project can be served by existing utility infrastructure located in the roadways surrounding the Project site. The Project would include the installation of new utility infrastructure on-site and connections to existing site-adjacent utilities. The Project would result in an increase in water consumption and wastewater generation compared to the existing buildings on-site; however, the water and wastewater service providers for the site have adequate supplies and capacity to serve the Project. Further, construction and operation would adhere to applicable regulations for solid waste management and diversion of waste from the existing landfills. An alternative redevelopment scenario involving development of non-residential uses at the Project site consistent with the current land use and zoning designations may have similar less than significant impacts related to utilities and service systems as the Project. Therefore, there is no need to further evaluate alternative redevelopment scenarios to address the Project's less than significant utility and service system impacts.

***P. Conclusion***

In summary, the analysis above demonstrates that redevelopment of the Project site under alternative redevelopment scenario, which meets the Project objectives, adheres to existing regulations and regulatory requirements, and implements non-residential uses consistent with existing land use designations, would not avoid or otherwise reduce the Project's potentially significant impacts. Each of the Project's impacts that are potentially significant prior to implementation of Project-level

mitigation measures are associated with construction activities, may also occur with alternative development scenarios, and the same mitigation requirements would apply. The Project's operational impacts would be less than significant and no mitigation is required; therefore, there is no need to consider alternative redevelopment scenarios to address operation.

Consideration of an alternative redevelopment scenario that involves a different land use type (e.g., residential) does not need to be further evaluated as it would not be consistent with development anticipated in the Southeast Focus Area, as identified in the Rancho Cucamonga General Plan, and would not meet any of the Project objectives.

An alternative with reduced construction activities could potentially avoid the Project construction-related impacts that require mitigation. This alternative concept is effectively addressed under the No Project/No Development Alternative – Reuse of Existing Buildings, below.

### **5.3 ALTERNATIVES ANALYSIS**

As described in Sections 4.1 through 4.15 of this Draft EIR, and summarized above, while an EIR was prepared, all potentially significant impacts of the Project can be mitigated to a less than significant level. There are no significant and unavoidable impacts. When considering potential alternatives to the Project, the City focuses on alternatives that would avoid or reduce the potentially significant impacts. As discussed previously, because the Project's potentially significant impacts, prior to mitigation, are related to construction, the only type of development that would reduce or avoid these impacts would involve reduced construction activities. This could potentially be accomplished with reuse of one or more of the existing buildings rather than removal of the existing buildings and redevelopment of the Project site as proposed with Project. As analyzed in 5.2, Alternatives Considered But Not Carried Forward For Detailed Analysis, there is no need to further evaluate development of the Project at an alternative site within the City of Rancho Cucamonga, or an alternative redevelopment scenario involving redevelopment of the Project site.

For the alternative evaluated below, it is assumed that relevant regulatory requirements, PDFs, and Project-specific mitigation measures would also be implemented and thus serve to reduce or avoid potential significant impacts similar to the Project.

#### **5.3.1 NO PROJECT/NO ACTION ALTERNATIVE**

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate a "no project" alternative to allow decision makers to compare the impacts of approving a Project with the impacts of not approving that project. Section 15126.6(e)(3) of the CEQA Guidelines describes the two general types of no project alternative: (1) when the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the no project alternative would be the continuation of that plan; and (2) when the project is other than a land use/regulatory plan (such as a specific development on an identifiable property), the no project alternative is the circumstance under which the project does not proceed.

Under the No Project/No Action Alternative, the existing warehouse building, retail building, and associated facilities on the Project site would be retained, but they would remain vacant with no associated operations. As described previously, the Project site is currently occupied by a former Big Lots warehouse building and retail building. The Project site includes 23,240- sf retail building and a 1,431,000-sf warehouse building. The No Project/No Action represents both types of no project alternatives outlined in the CEQA Guidelines: (1) continuation of development consistent with the existing land use and zoning designations, and (2) assumes the Project does not proceed (leaving the existing warehouse building and retail building on-site). The No Project/No Action Alternative would avoid the Project's less than significant impacts; however, such an alternative would not meet the Project objectives, would not realize any of the Project's design benefits associated with new development, would not meet current City design standards, and also has potential for negative effects associated with urban blight and safety and security issues.

### **5.3.2 NO PROJECT/NO DEVELOPMENT ALTERNATIVE— REUSE OF EXISTING BUILDINGS**

#### **A. Description of the Alternative**

As described previously, the Project site is currently occupied by a 1,431,000- sf former Big Lots warehouse building and a 23,240- sf for Big Lots retail building. Big Lots vacated the Project site in February 2020 and the buildings are currently vacant. Under No Project/No Development – Reuse of Existing Buildings Alternative (No Project/No Development Alternative), the existing warehouse building, retail building, and associated facilities on the Project site would be retained and reoccupied for use consistent with that allowed by right pursuant to Section 17.30, Allowed Land Use by Base Zoning District, of the City's Development Code. This includes, but is not limited to, ongoing warehouse and retail uses. It is expected that, depending on the type of use that would occupy the existing buildings, tenant improvements would be needed to accommodate reuse of the buildings; however, these improvements would not require approval of discretionary actions. With respect to roadway and utility infrastructure, this Alternatives analysis assumes that existing circulation patterns would be maintained, and existing utility infrastructure would continue to serve the site. This alternative would not involve implementation of the roadway and infrastructure improvements proposed as part of the Project, including construction of a public roadway that would be implemented with the Project (Street A), and construction of an at-grade crossing of 6<sup>th</sup> Street at the railroad tracks.

The No Project/No Development Alternative represents both types of no project alternatives outlined in Section 15126.6(e)(3) of the CEQA Guidelines, discussed previously: (1) continuation of development consistent with the existing land use and zoning designations, and (2) assumes the Project does not proceed (leaving the existing warehouse building and retail building on-site).

#### **B. Comparative Analysis of Environmental Impacts**

Following is a comparative analysis of the No Project/No Development Alternative and the Project. The focus of this analysis is to determine if the No Project/No Development Alternative is capable of eliminating or reducing the potentially significant environmental effects of the Project. As previously noted, the Project would not result in any significant and unavoidable impacts; therefore, the analysis

addresses significant effects that might occur if the identified Project-level mitigation measures are not applied.

### **1. *Aesthetics***

The No Project/No Development Alternative does not involve any new development or change in current uses, except as necessary to accommodate a future occupant of the existing buildings. There would not be a substantial change in the visual character of the Project site under the No Project/No Development Alternative. The No Project/No Development Alternative would not result in any significant aesthetics impacts, including an adverse effect on a scenic vista, damage to scenic resources within a state scenic highway, conflict with a regulation governing scenic quality, or substantial light or glare. No significant aesthetic impacts related to aesthetics were identified for the Project and no significant aesthetic impacts would occur under this Alternative.

### **2. *Air Quality***

The No Project/No Development Alternative would not involve substantial construction activities. While there may be some demolition and building modifications to accommodate a future occupant, it is not expected that there would be any grading or excavation. Therefore, the No Project/No Development Alternative would result in less construction-related air pollutant emissions compared to the Project. However, the Project's construction-related air quality impacts would be less than significant adherence to regulatory requirements (refer to RR 2-1 and RR 2-2) and with implementation of Project-level mitigation measure MM 2-1. Therefore, the No Project/No Development Alternative would have reduced impacts as compared to the Project; however, the No Project/No Development Alternative would not avoid any significant construction-related air quality impacts.

The No Project/No Development Alternative would involve some type of industrial and retail operation at the Project site. As discussed in Section 4.2, of this Draft EIR, when taking into consideration the elimination of air pollutant emissions from the existing warehouse and retail buildings, the net air pollutant emission with the Project would be less than significant and less than emissions associated with operation of the Project site with a warehouse building and a retail building, with the exception of VOC and PM<sub>10</sub> emissions. The Project's increase in VOC and PM<sub>10</sub> emissions would be less than significant. The No Project/No Development Alternative would be consistent with the SCAQMD Air Quality Management Plan (AQMP) because it would involve no change in use compared to existing conditions. The Project would also be consistent with the AQMP. Additionally, the existing buildings on-site would operate in compliance with applicable regulations (including those identified in RR 2-3 through RR 2-4) and would not significantly impact sensitive receptors, consistent with the Project. Therefore, the No Project/No Development Alternative, assuming continued use of the site with warehouse and retail operations, would potentially have greater operational air quality impacts compared to the Project, but impacts would be less than significant, consistent with the Project.

### **3. *Biological Resources***

As identified in Section 4.3, of this Draft EIR, the Project would involve the removal of existing vegetation on-site, including mature trees that meet the criteria to be considered heritage trees;

however, direct and indirect impacts to biological resources would be less than significant with adherence to regulatory requirements (refer to RR 3-1 though RR 3-4). The No Project/No Development Alternative would not involve the removal of existing vegetation; therefore, this Alternative would avoid the less than significant impacts to biological resources resulting from the Project.

#### **4. Cultural Resources**

As identified in Section 4.4 of this Draft EIR, the Project would not impact any historic or known archaeological resources. Therefore, no impact to known historic or archaeological resources would occur with implementation of the No Project/No Development Alternative or the Project. The No Project/No Development Alternative would not involve any excavation or grading activities. Therefore, the potential to discover previously unidentified cultural resources is eliminated. As such, the potential for impacts to cultural resources with the No Project/No Development Alternative would be less than with the Project. However, the Project impacts are considered less than significant with adhere to regulatory requirements (refer to RR 4-1) and incorporation of mitigation measures MM 4-1 and MM 4-2. Therefore, the No Project/No Development Alternative would not avoid any significant impacts related to cultural resources.

#### **5. Energy**

As identified in Section 4.5, of this Draft EIR, the Project would comply with applicable regulations for energy conservation, and would not result in any significant energy impacts. The No Project/No Development Alternative would require less electricity use compared to the Project but would require more natural gas, as the Project would not involve the use of natural gas. The existing buildings, which were constructed in the 1980s, do not meet current, more stringent energy requirements including the most current 2019 Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings. The No Project/No Development Alternative would not meet current more stringent energy requirements. The Project would be required to meet the current, more stringent energy requirements including the most current 2019 Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings. Thus, because the Project would be subject to current more stringent energy requirements, the No Project/No Development Alternative would have potentially greater energy impacts related to energy efficiency compared to the Project, although the Project's impacts would be less than significant.

#### **6. Geology and Soils**

As discussed in Section 4.6, of this Draft EIR, the Project site is subject to seismic ground shaking; therefore, under the No Project/No Development Alternative existing building on-site would be subject to seismic ground shaking consistent with existing conditions. With adherence to applicable local and state building codes, the Project's impacts related to exposure to seismic ground shaking would be less than significant. The No Project/No Development Alternative and would not involve grading and excavation; therefore, potential impacts identified for the Project associated with geology and soil conditions would be reduced under the No Project/No Development Alternative. However, the Project



impacts would be less than significant. Therefore, the No Project/No Development Alternative would not avoid any significant impacts related to geology and soils.

With respect to paleontological resources, the No Project/No Development Alternative would not involve any excavation or grading activities. Therefore, the potential to discover previously undiscovered paleontological resources is eliminated. As such, the potential for impacts to paleontological resources with the No Project/No Development Alternative would be less than with the Project. However, the Project impacts would be less than significant with implementation of the identified Project-level mitigation measure (refer to MM 6-1). Therefore, the No Project/No Development Alternative would not avoid any significant impacts related to paleontological resources.

### **7. *Greenhouse Gas Emissions***

As discussed in Section 4.7 of this Draft EIR, the GHG emissions under the No Project/No Development Alternative, which involves reuse of the existing buildings, would be less compared to the Project. However, when taking into consideration the elimination of emissions from the existing buildings, the net GHG emissions with the Project would be less than significant. Therefore, the No Project/No Development Alternative would not avoid any significant impacts related to GHG emissions. The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The No Project/No Development Alternative would not involve new development at the Project site and would not implement Project components that serve to reduce GHG emissions, such as compliance with current energy conservation requirements, and implementation improvements to encourage non-vehicular circulation. However, the reuse of buildings under the No Project/No Development Alternative would not be required to comply with any current regulations related to efficient use of energy under Title 24 as the existing building was built under the prior energy code. Therefore, the No Project/No Development Alternative would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs, resulting in a less than significant impact, consistent with the Project.

### **8. *Hazards and Hazardous Materials***

As identified in Section 4.8, of this Draft EIR, with adherence to applicable regulations (refer to RR 8-1 through RR 8-4), the Project would have no impact or a less than significant impact related to hazards and hazardous materials. The No Project/No Development Alternative would also be operated in compliance with applicable regulations and would have a less than significant impact related to transport, use and disposal of hazardous materials; and, release of hazardous materials and hazardous emissions. Additionally, consistent with the Project, the No Project/No Development Alternative would have no impact or a less than significant impact related to its location on a hazardous materials site, hazards from airport operations, emergency response/evacuation, and wildland fires. Therefore, the No Project/No Development Alternative would not avoid any significant impacts related to hazards and hazardous materials.

## **9. Hydrology and Water Quality**

Under the No Project/No Development Alternative, the existing hydrology and drainage patterns of the Project site would remain. As discussed in Section 4.9, of this Draft EIR, with implementation of detention basins in each truck yard as part of the Project, discharge from the Project site would occur at slightly reduced peak flow rates compared to the 100-year existing condition scenario, and would not have a negative impact downstream. Additionally, in compliance with existing regulations (refer to RR 9-2 and RR 9-3), the Project would involve the installation of structural and non-structural BMPs for water quality treatment, which do not exist under existing conditions. Therefore, the No Project/No Development Alternative and the Project would have less than significant impacts associated with the amount of stormwater runoff; however, the No Project/No Development Alternative would have greater water quality impacts during operation.

The No Project/No Development Alternative would not include any grading or substantial construction activities, and construction-related water quality impacts would be less than the Project. However, the Project's impacts would be less than significant with adherence to applicable water quality regulations associated with construction activities (refer to RR 9-1).

The Project site is not located within a flood hazard zone, an area subject to inundation from seiche or tsunami, or in a groundwater recharge area. Additionally, groundwater would not be encountered during construction. Therefore, the No Project/No Development Alternative and the Project would have no impacts related to flooding, release of pollutants due to inundation, or groundwater supplies. Further, as with the Project, the No Project/No Development Alternative, which involves use of existing buildings, would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

## **10. Land Use and Planning**

Under the No Project/No Development Alternative, the existing uses would be retained and there would be no division of an established community, consistent with the Project. Additionally, the No Project/No Development Alternative, which retain existing uses, would not conflict with goals and/or policies SCAG's RTP/SCS, the Rancho Cucamonga General Plan, or other applicable plans and programs. While the No Project/No Development Alternative would not conflict with planning programs, it would not meet all of the goals and policies to the same extent as the Project. Notably, the No Project/No Development Alternative does not meet the vision for the Southeast Focus Area to the same extent as the Project because it would not "support infrastructure improvements to attract industrial, manufacturing, and green technology uses". Further, the No Project/No Development Alternative would not accommodate revitalization of the area, which the General Plan anticipates for the Southeast Focus Area. The No Project/No Development Alternative would also not implement a Project that would further regional goals outlined in SCAG's RTP/SCS to improve goods movement, to facilitate transit and active transportation, or to improve energy efficiency. However, because it does not conflict with the Rancho Cucamonga General Plan or other Planning document, the No Project/No Development Alternative would not result in any significant land use impacts, consistent with the Project.

### **11. Noise**

The No Project/No Development Alternative would not involve construction activities to the same extent as the Project; therefore, noise and vibration effects associated with construction would be less than the Project. However, the Project's construction-related noise impacts would be less than significant with implementation of mitigation measures MM 11-1 and MM 11-2. Therefore, the No Project/No Development Alternative would not avoid any significant impacts related to noise during construction.

Similar to the Project, operational activities associated with the No Project/No Development Alternative have the potential to generate noise, and it is expected that noise from operations under the No Project/No Development Alternative would be similar to noise generated by the former Big Lots operations and from the Project. The No Project/No Development Alternative and Project would have less than significant noise and vibration impacts.

### **12. Population and Housing**

As with the Project, the No Project/No Development Alternative would not displace any existing housing or people. However, the No Project/No Development Alternative would generate a fewer employment opportunities associated with non-residential industrial uses on the Project site as compared to the employment that would be generated with implementation of the Project. The No Project/No Development Alternative and Project would have less than significant population and housing impacts.

### **13. Transportation**

The No Project/No Development Alternative would not involve any roadway or circulation improvements, including providing new or replacement sidewalks along 4<sup>th</sup> Street and 6<sup>th</sup> Street, construction of a new public roadway (Street A) with a sidewalk, and providing Class II bicycle lanes adjacent to the Project site. Therefore, the No Project/No Development Alternative would not meet the circulation goals and policies outlined in the Rancho Cucamonga General Plan and SCAG's RTP/SCS related to pedestrian and bicycle travel and transit, which are addressed in Table 4.10-1 in Section 4.10, and Table 4.13-3 in Section 4.13, respectively, to the same extent as the Project. However, similar to the Project, the No Project/No Development Alternative would have a less than significant impact related to conflict with a circulation plan or policy.

As discussed in Section 4.13, the Project would have a less than significant impact related to VMT, and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The No Project/No Development Alternative, which would involve the reuse of the existing buildings on-site, would not include any features that would increase the rate or length of trips, would have a less than significant transportation impact based on VMT, and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Further, the No Project/No Development Alternative would maintain the existing circulation system and would not cause any impacts related to increased hazards due to design or incompatible uses, and emergency access, similar to the Project.

Therefore, the No Project/No Development Alternative and the Project would have less than significant impacts related to transportation.

#### **14. Tribal Cultural Resources**

The No Project/No Development Alternative would not involve any excavation or grading activities. Therefore, the potential to discover previously undiscovered tribal cultural resources, which is a potential impact of the Project, is eliminated. As such, the potential for impacts to tribal cultural resources with the No Project/No Development Alternative would be less than with the Project. However, the Project impacts are considered less than significant with incorporation of mitigation measures (refer to MM 14-1 through MM 14-6). Therefore, the No Project/No Development Alternative would not avoid any significant impacts related to tribal cultural resources.

#### **15. Utilities and Service Systems**

Although there would be no new development under the No Project/No Development Alternative, continued use of the Project site with warehouse and retail operations would result in demands for utilities and service systems similar to the previous Big Lots operations. However, as with the Project and consistent with existing conditions, the existing utility infrastructure would be sufficient to serve the Project and impacts would be less than significant. Operations under the No Project/No Development Alternative and the Project would be conducted in compliance with applicable regulations addressing solid waste management and impacts related to solid waste generation would be less than significant.

### **C. Conclusions**

#### ***Avoid or Substantially Lessen the Significant Impacts of the Project***

As presented in Sections 4.1 through 4.15 of this Draft EIR, the Project would not result in any significant and unavoidable impacts; therefore, the No Project/No Development Alternative would not avoid or substantially lessen a significant and unavoidable impact. Project-level mitigation measures are required to reduce potentially significant impacts to levels considered less than significant for the following topical issues: air quality (due to construction-related emissions), cultural resources (due to the potential to encounter previously undiscovered cultural resources), geology and soils (due to the potential to encounter previously undiscovered paleontological resources), noise (due to construction-related noise), and tribal cultural resources (due to the potential to encounter undiscovered tribal cultural resources). These potentially significant impacts are associated with construction activities, not operation of the Project.

As described above, the No Project/No Development Alternative would have a similar lack of impacts, or less than significant impacts, as the Project related to aesthetics, biological resources, geology and soils (related to seismic ground shaking and soil conditions), hazards and hazardous materials, hydrology/drainage and groundwater, land use and planning, operational noise, population and housing, transportation, and utilities and service systems. Therefore, the No Project/No Development Alternative would not avoid or substantially lessen Project impact related to these issues.

The Project and No Project/No Development Alternative would also have less than significant impacts for the following topics; however, the No Project/No Development Alternative would have less impacts: construction-related air quality emissions, biological resources, cultural resources, GHG emissions, geology and soils (related to paleontological resources), and tribal cultural resources. Notably, the No Project/No Development Alternative would avoid potentially significant impacts related to cultural resources, paleontological resources, and tribal cultural resources that require Project-level mitigation to reduce the impact to a less than significant level.

The Project and No Project/No Development Alternative would have less than significant impacts for the following topics; however, the No Project/No Development Alternative would have potentially greater impacts: energy conservation; conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs; and water quality impacts during operations.

### *Attainment of Project Objectives*

The discussion below addresses the ability of the No Project/No Development Alternative to attain the project objectives.

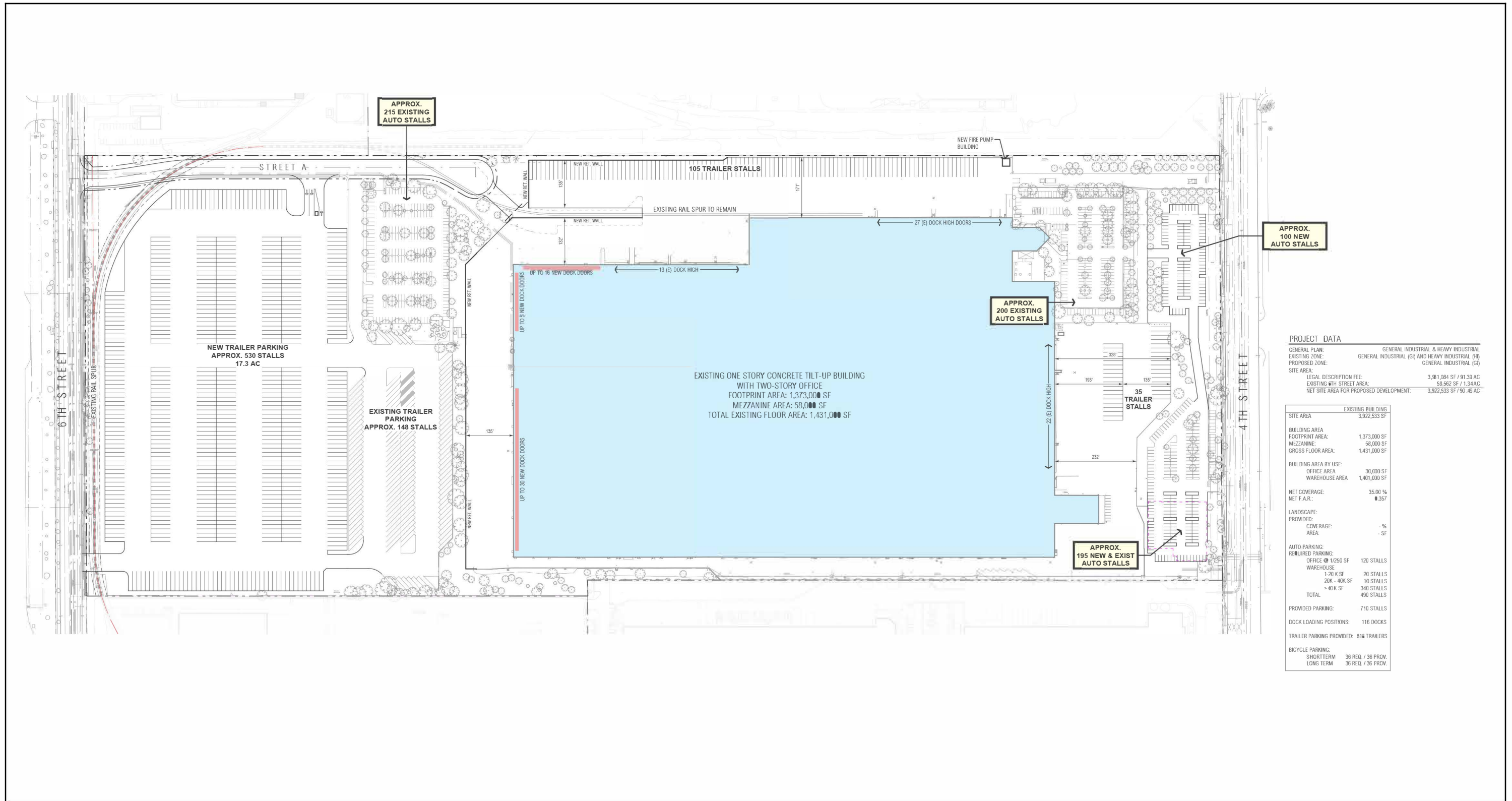
1. **Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the Rancho Cucamonga General Plan.** The No Project/No Development Alternative would not involve redevelopment of the Project site, rather it would involve the reuse of existing buildings and facilities at the Project site for continued warehouse and retail uses. Additionally, as discussed under “Land Use and Planning,” above, the No Project/No Development Alternative would not further achievement of planning objectives outlined in the Rancho Cucamonga General Plan. Therefore, while the No Project/No Development Alternative meets the intent of this Project objective, it does not meet it to the same extent as the Project.
2. **Maximize redevelopment of the existing underutilized Project site and generate increased property tax revenue for the City of Rancho Cucamonga in order to support the City’s ongoing municipal operations.** The No Project/No Development Alternative would involve reuse of the existing buildings and would not maximize redevelopment of the underutilized Project site. While the No Project/No Development Alternative would generate revenue consistent with previous use of the site, it would not generate increased revenues. Therefore, the No Project/No Development Alternative would not meet this objective.
3. **Maximize development of Class A high cube warehouse industrial buildings in the City of Rancho Cucamonga that are designed to meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region.** The reuse of the existing buildings on-site, which involves operation of a retail building, and leaving the northern portion of the Project site undeveloped, would not meet this Project objective, which is associated with maximizing development of the Project site through redevelopment and the operation of contemporary high cube warehouse industrial buildings.

4. **To create employment-generating businesses in the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment, and to improve the jobs to housing balance.** The Project would generate more employment opportunities than what would be generated through reuse of the existing buildings. Therefore, the No Project/No Development Alternative would not achieve this objective to the same extent as the Project.
5. **To develop a project with an architectural design and operational characteristics that complement other existing buildings in the immediate vicinity and minimize conflicts with other nearby land uses.** Retention of the existing buildings under the No Project/No Development Alternative would not conflict with existing architecture or the operations of nearby uses and would achieve this objective.
6. **To maximize industrial warehouse buildings in close proximity to an already-established industrial area, designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways, and avoid locating industrial warehouse buildings in close proximity to residential uses.** The reuse of the existing buildings on-site, which involves operation of a retail building, and leaving the northern portion of the Project site undeveloped, would not maximize the amount of available industrial warehouse uses, and would not meet this Project objective.
7. **To develop properties that have access to available infrastructure, including roads and utilities to be used as part of the Southern California supply chain and goods movement network.** The No Project/No Development Alternative would involve the use of existing buildings and facilities at the Project site for continued warehouse and retail uses. Although existing uses under the No Project/No Development Alternative would continue to operate with service from existing roadways and infrastructure, due to the reduction in warehouse uses, and lack of contemporary buildings, the No Project/No Development Alternative would not meet the intent of this objective to the same extent as the Project relative to supporting goods movement in Southern California.

### 5.3.3 EXISTING WAREHOUSE AND ADDITIONAL PARKING ALTERNATIVE

#### A. Description of the Alternative

Under the Existing Warehouse and Additional Parking Alternative, the existing 1,431,000 sf warehouse building would be retained and operated as a warehouse, and the underutilized northern portion of the Project site would be developed with 530 new trailer parking stalls (refer to Figure 5-1, Existing Warehouse and Additional Parking Alternative). As shown, the existing warehouse would be modified to include up to 54 additional loading dock doors. Additionally, it is also expected that internal improvements to the existing building would be needed to accommodate a tenant. Truck trailer parking would continue to be provided east of the warehouse building. The existing retail building and landscaping in the southern portion of the Project site would be removed and this area would be developed with surface parking (495 parking stalls with a combination of existing and new parking stalls). New landscaping would be installed on-site. This Alternative would require installation of a



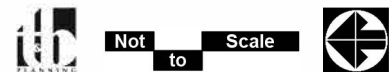
**PROJECT DATA**

GENERAL PLAN:	GENERAL INDUSTRIAL & HEAVY INDUSTRIAL
EXISTING ZONE:	GENERAL INDUSTRIAL (G) AND HEAVY INDUSTRIAL (HI)
PROPOSED ZONE:	GENERAL INDUSTRIAL (G)
SITE AREA:	3,922,533 SF / 91.39 AC
LEGAL DESCRIPTION FEE:	58,562 SF / 1.34 AC
EXISTING 6TH STREET AREA:	58,562 SF / 1.34 AC
NET SITE AREA FOR PROPOSED DEVELOPMENT:	3,922,533 SF / 90.48 AC

	EXISTING BUILDING
SITE AREA	3,922,533 SF
BUILDING AREA	1,373,000 SF
FOOTPRINT AREA:	1,373,000 SF
MEZZANINE:	58,000 SF
GROSS FLOOR AREA:	1,431,000 SF
BUILDING AREA BY USE:	
OFFICE AREA	30,000 SF
WAREHOUSE AREA	1,401,000 SF
NET COVERAGE:	35.00 %
NET F.A.R.:	0.357
LANDSCAPE:	
PROVIDED:	
COVERAGE:	- %
AREA:	- SF
AUTO PARKING:	
REQUIRED PARKING:	
OFFICE @ 1/250 SF	120 STALLS
WAREHOUSE	
1-25 K SF	20 STALLS
20K - 40K SF	10 STALLS
> 40K SF	340 STALLS
TOTAL	490 STALLS
PROVIDED PARKING:	710 STALLS
DOCK LOADING POSITIONS:	116 DOCKS
TRAILER PARKING PROVIDED:	818 TRAILERS
BICYCLE PARKING:	
SHORT TERM	36 REQ. / 36 PROV.
LONG TERM	36 REQ. / 36 PROV.

Source(s): RGA (10-14-2020)

Figure 5-1



Existing Warehouse and Additional Parking Alternative



retaining wall between the existing warehouse building in the southern portion of the Project site and new truck trailer parking area in the northern portion of the Project site. Existing circulation patterns would be maintained, and existing utility infrastructure would continue to serve the site. As with the Project, this Alternative would include replacement of existing sidewalks on 4<sup>th</sup> Street and 6<sup>th</sup>, and implementation of on-street bikeways along these roadways. In addition to the new truck trailer parking in the northern portion of the Project site, this Alternative would involve construction of the northern portion of Street A, which would terminate with a cul-de-sac before extending into the southern portion of the Project site, and retention of the existing rail spur. Should redevelopment of the southern portion of the Project site be considered in the future, extension of Street A to 4<sup>th</sup> Street could be completed. Additionally, this Alternative does not involve the construction of an at-grade crossing of 6<sup>th</sup> Street at the railroad tracks.

For purposes of analysis, it is anticipated that operations under this Alternative could also occur 24 hours per day/7 days per week, consistent with the Project. As shown in Table 5.3-1, Existing Warehouse and Additional Parking Alternative Trip Generation, this Alternative would generate less PM peak hour trips and average daily trips (ADT) compared to reuse of the existing buildings (with no modifications), and a slight increase in AM peak hour trips. Additionally, due to the overall reduction in building intensity, this Alternative would generate less vehicle trips compared to the Project. As discussed in Section 4.13, of this Draft EIR, the Project would result in a net increase of 176 actual AM peak hour trips, 104 actual PM peak hour trips, and 976 ADT. When considering passenger car equivalent (PCE) trip generation, the Project would result in a net increase of 189 actual AM peak hour trips, 110 actual PM peak hour trips, and 1,278 ADT.

**Table 5.3-1 Existing Warehouse and Additional Parking Alternative Trip Generation**

Trip Generation Comparison	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
<b>Actual Vehicles:</b>							
Existing Trip Generation <sup>1</sup>	108	34	142	86	149	235	3032
Existing Warehouse and Additional Parking Alternative <sup>2</sup>	168	41	209	86	139	225	2,638
<b>Variance</b>	<b>60</b>	<b>7</b>	<b>67</b>	<b>0</b>	<b>-10</b>	<b>-10</b>	<b>-394</b>
<b>Passenger Car Equivalent (PCE):</b>							
Existing Trip Generation (PCE) <sup>1</sup>	134	42	176	97	175	272	3,526
Existing Warehouse and Additional Parking Alternative (PCE) <sup>2</sup>	195	47	242	96	158	254	3,161
<b>Variance</b>	<b>61</b>	<b>5</b>	<b>66</b>	<b>-1</b>	<b>-17</b>	<b>-18</b>	<b>-365</b>

<sup>1</sup> Trip generation for the uses that currently exist.

<sup>2</sup> Existing Warehouse and Additional Parking Alternative trip generation.

The Existing Warehouse and Additional Parking Alternative would be consistent with the existing land use and zoning designations for the Project site, and associated development standards. Therefore, a General Plan amendment, and Zoning Map amendment would not be required. Further, it is not anticipated that the Project Applicant would enter into a Development Agreement with the City. This Alternative would require a site plan and architectural review, a Tentative Parcel Map, and a tree removal permit.

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## ***B. Comparative Analysis of Environmental Impacts***

The following is a comparative analysis of the environmental impacts resulting from the Existing Warehouse and Additional Parking Alternative and the Project. The focus of this analysis is to determine if the Existing Warehouse and Additional Parking Alternative is capable of eliminating or reducing the potentially significant environmental effects of the Project. As previously noted, the Project would not result in any significant and unavoidable impacts, and potentially significant impacts prior to mitigation are associated with construction activities. Therefore, the Existing Warehouse and Additional Parking Alternative is being considered because it would reduce construction-related impacts.

### ***1. Aesthetics***

The Existing Warehouse and Additional Parking Alternative would primarily involve adding 54 additional loading dock doors to the existing warehouse building, demolition of the retail building, and development of additional parking areas, including truck trailer parking in the northern portion of the Project site. There would not be a substantial change in the visual character of the Project site under the Existing Warehouse and Additional Parking Alternative. The Existing Warehouse and Additional Parking Alternative would not result in any significant aesthetics impacts, including an adverse effect on a scenic vista, damage to scenic resources within a state scenic highway, conflict with a regulation governing scenic quality, or substantial light or glare. No significant aesthetic impacts related to aesthetics were identified for the Project and no significant aesthetic impacts would occur under this Alternative. Therefore, the Existing Warehouse and Additional Parking Alternative would not reduce or avoid any significant impacts related to aesthetics.

### ***2. Air Quality***

The Existing Warehouse and Additional Parking Alternative would involve construction activities for demolition of the retail building, modifications to the warehouse building and construction of the parking areas. There would be the need for some grading, primarily in the northern portion of the Project site; however, the amount of grading and overall construction activities would be reduced compared to the Project. Therefore, the Existing Warehouse and Additional Parking Alternative would result in less construction-related air pollutant emissions compared to the Project, which would result in potentially significant air quality impacts prior to mitigation (even with adherence to regulatory requirements [refer to RR 2-1 and RR 2-2]). It is expected the construction-related emissions would continue to exceed established regional thresholds of significance and would remain significant due to overlapping construction activities associated with the existing building and the northern parking area. However, the construction-related air quality impacts would be less than significant with the Project and this Alternative with implementation of a Project-specific mitigation measure (refer to MM 2-1). Therefore, the Existing Warehouse and Additional Parking Alternative, which would also adhere to applicable regulations that address construction-related air pollutant emissions and would implement the Project-specific mitigation measures, would not avoid any significant construction-related air quality impacts.

Similar to the Project, the Existing Warehouse and Additional Parking Alternative would involve high-cube warehouse operations at the Project site. However, air pollutant emissions resulting from this Alternative would be reduced compared to the Project due to the reduced building area on the site and associated reduction in trip generation. Any operations at the Project site would be conducted in adherence to applicable regulations (refer to RR 2-3 and RR 2-4) and potential impacts to sensitive receptors would be similar to or less than the Project. In addition, odor emissions under this Alternative would be similar to those associated with the Project, would adhere to existing regulations (refer to RR 2-5) and would be less than significant. The Existing Warehouse and Additional Parking Alternative would be consistent with the SCAQMD AQMP because it would involve no change in land use compared to existing conditions and would not exceed established regional or localized significance thresholds for air pollutants. The Project would also be consistent with the AQMP. Therefore, the Existing Warehouse and Additional Parking Alternative would have reduced operational air quality impacts compared to the Project; however, the Project's impacts would be less than significant.

While the air quality impacts resulting from the Existing Warehouse and Additional Parking Alternative would be less than with the Project, the Project's impacts are less than significant with mitigation. Therefore, the Existing Warehouse and Additional Parking Alternative would not avoid any significant air quality impacts.

### **3. *Biological Resources***

As previously discussed, no native plant communities or natural communities of special concern occur on or adjacent to the Project site. The land cover types present include "disturbed" and "developed". Additionally, there are heritage trees located on-site, primarily in the landscaped area long 4<sup>th</sup> Street. The Project would not impact sensitive plant or wildlife species or sensitive natural community; would not impact wetlands or any area under the jurisdiction of the Corps, Regional Board, or CDFW; would not interfere with wildlife movement; and would not conflict with an approved habitat conservation plan. Furthermore, with adherence to applicable federal and state regulations to protect nesting avian species (refer to RR 3-1 and RR 3-2), and City regulations addressing removal of trees (refer to RR 3-3 and RR 3-4), the Project would have a less than significant impact to nesting avian species and removal of trees. No mitigation is required. The Existing Warehouse and Additional Parking Alternative would involve the development of the disturbed area in the northern portion of the Project site and removal of on-site trees primarily in the southern portion of the Project site, and would result in similar less than significant impacts as the Project. Therefore, the Existing Warehouse and Additional Parking Alternative would not reduce or avoid any significant impacts related to biological resources.

### **4. *Cultural Resources***

As identified in Section 4.4 of this Draft EIR, the Project would not impact any historic or archaeological resources. Therefore, no impact to known historic or archaeological resources would occur with implementation of the Existing Warehouse and Additional Parking Alternative or the Project. Although the amount of grading and depth of excavation would be reduced under the Existing Warehouse and Additional Parking Alternative, there would still be a potential to encounter previously undiscovered cultural resources during construction, similar to the Project, resulting in a potentially

significant impact. As with the Project, this impact would be reduced to a level considered less than significant with implementation of Project-specific mitigation measures (refer to MM 4-1 and MM 4-2). With adherence to RR 4-1 impacts to human remains would be less than significant with implementation of the Project and this Alternative. Therefore, the Existing Warehouse and Additional Parking Alternative would not avoid any significant impacts related to cultural resources.

## 5. *Energy*

As identified in Section 4.5, of this Draft EIR, the Project would comply with applicable regulations for energy conservation, and would not result in any significant energy impacts. Although the existing warehouse would not be as energy efficient as a new warehouse; any modifications to the existing building would be implemented in accordance with current energy conservation regulations. The Existing Warehouse and Additional Parking Alternative would result in similar less than significant energy impacts. Therefore, the Existing Warehouse and Additional Parking Alternative would not reduce or avoid any significant impacts related to energy.

## 6. *Geology and Soils*

The Project site is subject to seismic ground shaking, and the Existing Warehouse and Additional Parking Alternative would involve use of an existing building that would be subject to modifications as described previously. Any building modifications would be implemented in accordance with existing building standards and other building regulations (refer to RR 6-1 through RR 6-4). Therefore, the Existing Warehouse and Additional Parking Alternative would have similar less than significant impacts as the Project related to seismic ground shaking. The Existing Warehouse and Additional Parking Alternative would not involve development of a new building; new development would be limited to surface parking areas. New development at the Project site under this Alternative would be subject to the same geotechnical constraints and similar recommendations to address these constraints as the Project. Under the Project and the Existing Warehouse and Additional Parking Alternative, potential impacts related to geotechnical constraints would be less than significant and no mitigation is required. Therefore, the Existing Warehouse and Additional Parking Alternative would not reduce or avoid any significant impacts related to geology and soils.

With respect to paleontological resources, the Existing Warehouse and Additional Parking Alternative would not involve any substantial excavation or grading activities. Although the amount of grading and depth of excavation would be reduced under the Existing Warehouse and Additional Parking Alternative, there would still be a potential to encounter previously undiscovered paleontological resources, similar to the Project, resulting in a potentially significant impact. This impact is mitigated to a level considered less than significant with incorporation of the identified Project-level mitigation measure (refer to MM 6-1), that outlines requirements for monitoring during construction and actions to take if paleontological resources are discovered. Therefore, the Existing Warehouse and Additional Parking Alternative would not avoid any significant impacts related to paleontological resources.

## **7. *Greenhouse Gas Emissions***

As identified in Section 4.7, of this Draft EIR, the Project would result in less than significant GHG emissions impacts when taking into consideration the elimination of emissions from operation of the existing buildings. It is expected that GHG emissions under the Existing Warehouse and Additional Parking Alternative would be reduced compared to the Project due to the reduction in construction activities, reduced building area on the site, and reduction in trip generation. As with the Project, the Existing Warehouse and Additional Parking Alternative would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, similar to the Project, the Existing Warehouse and Additional Parking Alternative would have less than significant impacts related to GHG emissions and this Alternative would not reduce or avoid any significant impacts related to GHG emissions.

## **8. *Hazards and Hazardous Materials***

As identified in Section 4.8 of this Draft EIR, with adherence to applicable regulations, the Project would have no impact or a less than significant impact related to hazards and hazardous materials. Both the Project and the Existing Warehouse and Additional Parking Alternative would be operated in compliance with applicable regulations (refer to RR 8-1 through RR 8-3) and would have a less than significant impact related to transport, use and disposal of hazardous materials; and release of hazardous materials and hazardous emissions. The Project site is within the Airport Influence Area (AIA) established by the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) and with adherence to disclosure requirements (refer to RR 8-4) impacts related to airport operations would also be less than significant. Additionally, consistent with the Project, the Existing Warehouse and Additional Parking Alternative would have no impact or a less than significant impact related to its location on a hazardous materials site, emergency response/evacuation, and wildland fires. Therefore, the Existing Warehouse and Additional Parking Alternative would not reduce or avoid any significant impacts related to hazards and hazardous materials.

## **9. *Hydrology and Water Quality***

As discussed in Section 4.9 of this Draft EIR, with adherence to applicable water quality regulations (as required by regulatory requirements RR 9-1 through RR 9-3), the Project would have no impact or less than significant impacts related to hydrology and water quality. As with the Project, the Existing Warehouse and Additional Parking Alternative would retain existing drainage patterns. Development of this Alternative, which includes new surface parking areas, would be subject to current hydrology and water quality regulations. Consistent with the Project, this Alternative would not increase the amount of water entering the public storm drain system, and would implement structural and non-structural water quality BMPs, which do not currently exist at the Project site. Due to the depth of groundwater, the Project and this Alternative would not involve the extraction of groundwater. Further, the Project and this Alternative would not conflict with the Basin Plan or a Sustainable Groundwater Management Plan. Therefore, the Existing Warehouse and Additional Parking Alternative would not reduce or avoid any significant impacts related to hydrology and water quality.

## **10. Land Use and Planning**

Under the Existing Warehouse and Additional Parking Alternative, the existing warehouse building would be retained and the remainder of the Project site would be developed with surface parking area, as allowed by the existing land use designations. Similar to the Project, development of the Project site under this Alternative would not divide an established community. Additionally, the Existing Warehouse and Additional Parking Alternative and the Project would not conflict with any local or regional land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Existing Warehouse and Additional Parking Alternative would not reduce or avoid any significant land use or planning impacts.

## **11. Noise**

The Existing Warehouse and Additional Parking Alternative would have reduced construction activities compared to the Project; however, similar to the Project, there would be construction activities with the potential to impact receptors at the West Valley Detention Center, resulting in a potentially significant impact. As with the Project, this impact would be reduced to a level considered less than significant with implementation of Project-specific mitigation, which consists of installation of a temporary noise barrier at the eastern property line during construction and use of properly operating and maintained mufflers and directing stationary construction equipment away noise sensitive receivers (refer to MM 11-1 and MM 11-2). Due to similar types of construction activities, vibration impacts during construction would be less significant with the Project and this Alternative.

Operational activities associated with the Project and the Existing Warehouse and Additional Parking Alternative have the potential to generate noise, and it is expected that noise from on-site operations under the Existing Warehouse and Additional Parking Alternative would be similar to noise generated by the former operations at the Project site and by the Project, and would be less than significant. On-site operations with the Project and this Alternative would be conducted in compliance with noise standards established by the City. Due to the reduction in trip generation, the Existing Warehouse and Additional Parking Alternative would generate less traffic-related noise on off-site roadways; however, the Project's impacts were determined to be less than significant. The Project and the Existing Warehouse and Additional Parking Alternative would have no impact related to noise from airport operations.

Therefore, the Existing Warehouse and Additional Parking Alternative would not reduce or avoid any significant noise or vibration impacts.

## **12. Population and Housing**

The Existing Warehouse and Additional Parking Alternative would not involve any unplanned population growth and would not displace any existing housing or people. Similar to the Project, the Existing Warehouse and Additional Parking Alternative would generate employment opportunities; however, due to the reduction in building space, the amount of employment generation would be reduced under this Alternative compared to the Project. The Existing Warehouse and Additional Parking Alternative would not reduce or avoid any significant impacts related to population or housing.

### **13. *Transportation***

The Project and the Existing Warehouse and Additional Warehouse Alternative would include the replacement of existing sidewalks and the installation of Class II bicycle lanes along the 4<sup>th</sup> Street and 6<sup>th</sup> Street adjacent to the Project site, and the installation of bicycle facilities on-site. The portion of Street A within the northern portion of the Project site would be constructed, and the extension Street A to 4<sup>th</sup> Street if the future would not be precluded. The Project and this Alternative would also generate employment opportunities near existing transit facilities. Therefore, as with the Project, the Existing Warehouse and Additional Parking Alternative would meet the circulation goals and policies outlined in the Rancho Cucamonga General Plan and SCAG's RTP/SCS related to pedestrian and bicycle travel and transit, and would not conflict with a circulation plan or policy.

As discussed in Section 4.13, the Project would have a less than significant impact related to VMT, and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The Existing Warehouse and Additional Warehouse Alternative would generate less traffic compared to the Project, would also have a less than significant transportation impact based on VMT, and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Further, both the Project and the Existing Warehouse and Additional Parking Alternative would adhere to the City's requirements for circulation and access (refer to RR 13-1 through RR 13-5) and would not cause any impacts related to increased hazards due to design or incompatible uses, or emergency access.

The Existing Warehouse and Additional Parking Alternative and Project would not reduce or avoid any significant impacts related to transportation.

### **14. *Tribal Cultural Resources***

The Existing Warehouse and Additional Parking Alternative would not involve any substantial excavation or grading activities. Although the amount of grading and depth of excavation would be reduced under the Existing Warehouse and Additional Parking Alternative, there would still be a potential to encounter previously undiscovered tribal cultural resources, similar to the Project, resulting in a potentially significant impact. Similar to the Project, this impact would be reduced to a level considered less than significant with implementation of identified Project-specific mitigation measures (refer to MM 14-1 through MM 14-6). Therefore, the Existing Warehouse and Additional Parking Alternative would not avoid any significant impacts related to tribal cultural resources.

### **15. *Utilities and Service Systems***

The Existing Warehouse and Additional Parking Alternative would generate less demand for utilities and service systems compared to the Project due to reduction in construction activities, including demolition, and reduction in overall building space. However, as with the Project and consistent with existing conditions, the existing utility infrastructure would be sufficient to serve the Existing Warehouse and Additional Parking Alternative, which would be operated in compliance with applicable regulations (refer to RR 14-1 through RR 14-3), and impacts would be less than significant. Construction and operations under the Existing Warehouse and Additional Parking Alternative and the



Project would be conducted in compliance with applicable regulations addressing solid waste management (refer to RR 14-4 and RR 14-5) and impacts related to solid waste generation would also be less than significant. Therefore, the Existing Warehouse and Additional Parking Alternative would not avoid any significant impacts related to utilities or service systems.

### **C. Conclusions**

#### ***Avoid or Substantially Lessen the Significant Impacts of the Project***

As presented in Sections 4.1 through 4.15 of this Draft EIR, the Project would not result in any significant and unavoidable impacts; therefore, the Existing Warehouse and Additional Parking Alternative would not avoid or substantially lessen a significant and unavoidable impact. Project-level mitigation measures are required to reduce potentially significant impacts to levels considered less than significant for the following topical issues: air quality (due to construction-related emissions), cultural resources (due to the potential to encounter undiscovered cultural resources), geology and soils (due to the potential to encounter paleontological resources), noise (due to construction-related noise), and tribal cultural resources (due to the potential to encounter undiscovered tribal cultural resources). These potentially significant impacts are associated with construction activities, not operation of the Project.

As described above, the Project and the Existing Warehouse and Additional Parking Alternative would be required to comply with applicable regulations and would also implement the same mitigation measures required for the Project. Therefore, this Alternative would have a similar lack of impacts, or less than significant impacts, for each topical issue. However, due to the reduction in construction activities and overall building space, the Existing Warehouse and Additional Parking Alternative would have reduced impacts associated with air pollutant emissions, GHG emissions, noise, and utilities and services systems.

#### ***Attainment of Project Objectives***

The discussion below addresses the ability of the Existing Warehouse and Additional Parking Alternative to attain the project objectives.

1. **Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the Rancho Cucamonga General Plan.** The Existing Warehouse and Additional Parking Alternative would not conflict with applicable goals and policies of the City of Rancho Cucamonga as set forth in the Rancho Cucamonga General Plan and therefore would meet this objective.
2. **Maximize redevelopment of the existing underutilized Project site and generate increased property tax revenue for the City of Rancho Cucamonga in order to support the City's ongoing municipal operations.** The Existing Warehouse and Additional Parking Alternative would involve reuse of the existing warehouse building on-site and construction of a surface parking area for truck trailer parking in the northern portion of the site. While this Alternative would generate increased property tax revenue compared to existing

conditions, it would not maximize redevelopment of the underutilized site. Therefore, the Existing Warehouse and Additional Parking Alternative would not meet this objective.

3. **Maximize development of Class A high cube warehouse industrial buildings in the City of Rancho Cucamonga that are designed to meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region.** The reuse of the existing warehouse building and addition of trailer dock doors and additional parking under the Existing Warehouse and Additional Parking Alternative would not meet this Project objective, which is associated with the operation of contemporary high cube warehouse buildings, and maximizing development on-site. Redevelopment of the Project is necessary to accomplish this objective.
4. **To create employment-generating businesses in the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment, and to improve the jobs to housing balance.** The Project would generate more employment opportunities than what would be generated through reuse of the existing building with additional parking under the Existing Warehouse and Additional Parking Alternative, due to the greater amount of building area proposed by the Project. Therefore, the Existing Warehouse and Additional Parking Alternative would meet the objective but not to the same extent as the Project as it would not generate additional new jobs.
5. **To develop a project with an architectural design and operational characteristics that complement other existing buildings in the immediate vicinity and minimize conflicts with other nearby land uses.** Retention of the existing use/building under the Existing Warehouse and Additional Parking Alternative would not conflict with existing architecture or the operations of nearby uses. Therefore, the Existing Warehouse and Additional Parking Alternative would meet this objective.
6. **To maximize industrial warehouse buildings in close proximity to an already-established industrial area, designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways, and avoid locating industrial warehouse buildings in close proximity to residential uses.** The reuse of the existing warehouse building and addition of surface parking under the Existing Warehouse and Additional Parking Alternative would not maximize the amount of available industrial warehouse uses, and would not meet this Project objective.
7. **To develop properties that have access to available infrastructure, including roads and utilities to be used as part of the Southern California supply chain and goods movement network.** The Existing Warehouse and Additional Parking Alternative would involve the use of the existing warehouse building and addition of parking for continued warehouse uses. Although the existing warehouse building would continue to operate with service from existing roadways and infrastructure, due to the reduction in warehouse space, and lack of contemporary buildings, the Existing Warehouse and Additional Parking Alternative would

not meet the intent of this objective to the same extent as the Project relative to supporting goods movement in Southern California.

#### **5.3.4 EXISTING WAREHOUSE AND ADDITIONAL WAREHOUSE ALTERNATIVE**

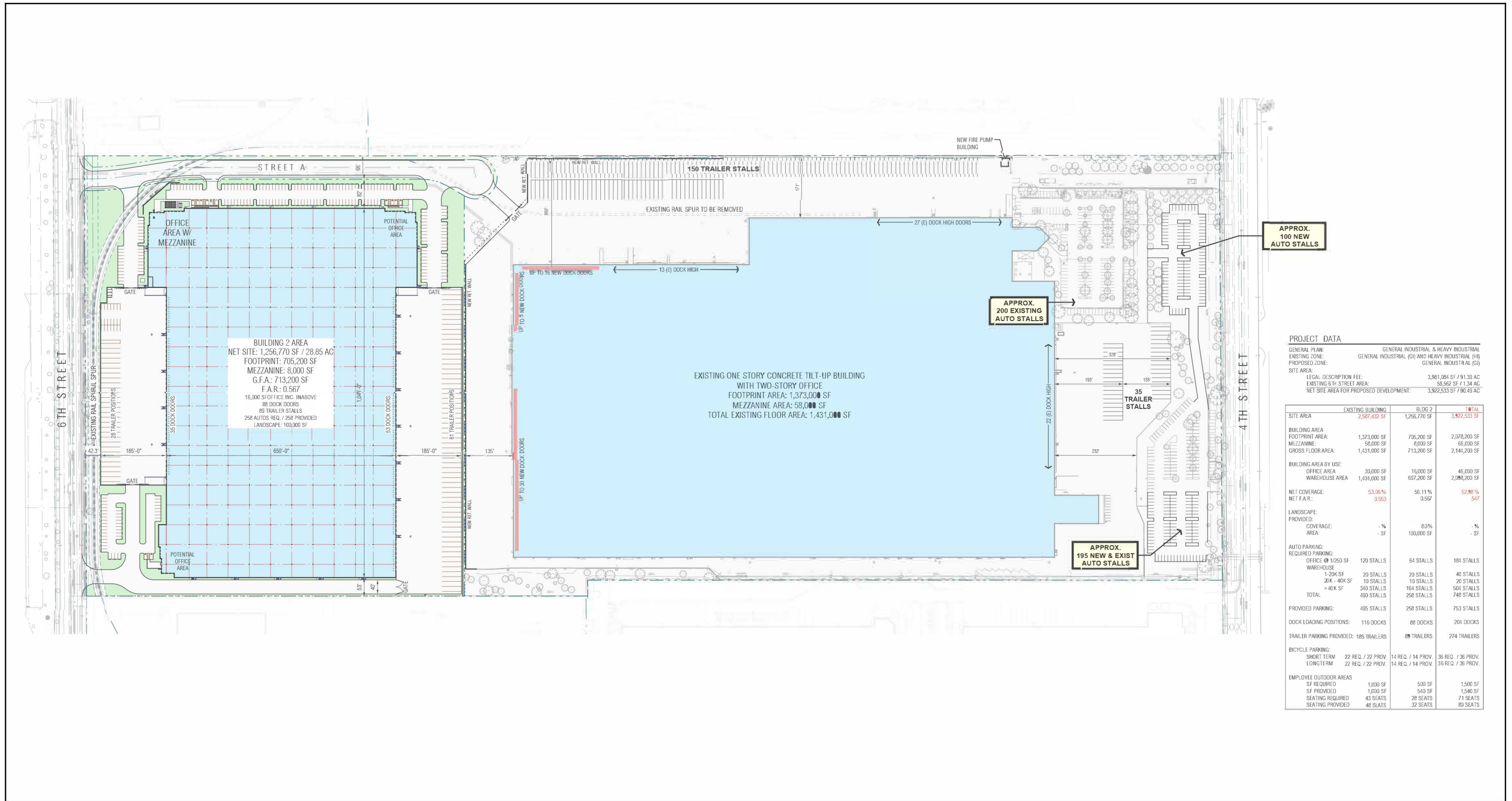
##### **A. Description of the Alternative**

Under the Existing Warehouse and Additional Warehouse Alternative, the existing 1,431,000 sf warehouse building on the Project site would be retained and would operate as a high-cube warehouse, the existing retail building would be removed, and the underutilized northern portion of the Project site would be developed with a new 713,200 sf high-cube warehouse building and associated parking and facilities (refer to Figure 5-2, Existing Warehouse and Additional Warehouse Alternative). Collectively with the existing warehouse and additional warehouse, this Alternative would have 2,144,200 sf of building area, compared to 2,175,000 sf with the Project, a reduction of 30,800 sf.

Similar to the Existing Warehouse and Additional Parking Alternative, the existing warehouse would be modified to include up to 54 additional loading dock doors and additional truck trailer parking would be provided east of the existing building. A retaining wall would be installed along the northeastern portion of this truck trailer parking area. It is also anticipated that internal improvements to the existing building would be needed to accommodate a tenant. In addition to removal of the retail building in the southern portion of the Project site, existing landscaping in this area would be removed to accommodate additional surface parking (495 parking stalls consisting of a combination of existing and new parking stalls).

The new 713,200 sf high-cube warehouse building in the northern portion of the Project site would include an 8,000- sf mezzanine area, and up to 16,000 sf of office space. There would be 88 dock doors and 89 trailer stalls on the north and south sides of the building, and automobile parking (258 stalls) would be provided near potential office areas. Approximately 100,000 sf of new landscaping would be installed around the building. This Alternative would require installation of a retaining wall between the existing and proposed buildings.

With respect to circulation and utility infrastructure improvements, existing circulation patterns would be maintained, and existing utility infrastructure would continue to serve the site. Similar to the Project, this Alternative would include replacement of existing sidewalks on 4<sup>th</sup> Street and 6<sup>th</sup> Street, and implementation of on-street bikeways along these roadways. Short- and long-term bicycle parking would be provided for both buildings. The existing rail spur on-site (south of 6<sup>th</sup> Street) would be retained. This Alternative would also include construction of the northern portion of Street A, which would terminate with a cul-de-sac before extending into the southern portion of the Project site, and retention of the existing rail spur. Should redevelopment of the southern portion of the Project site be considered in the future, extension of Street A to 4<sup>th</sup> Street could be completed. This Alternative does include the construction of an at-grade crossing of 6<sup>th</sup> Street at the railroad tracks, as proposed with the Project.



**PROJECT DATA**

GENERAL PLAN:	GENERAL INDUSTRIAL & HEAVY INDUSTRIAL
EXISTING ZONE:	GENERAL INDUSTRIAL (G) AND HEAVY INDUSTRIAL (HI)
PROPOSED ZONE:	GENERAL INDUSTRIAL (G)
SITE AREA:	
LEGAL DESCRIPTION FEE:	3,981,084 SF / 91.39 AC
EXISTING 6TH STREET AREA:	58,562 SF / 1.34 AC
NET SITE AREA FOR PROPOSED DEVELOPMENT:	3,922,533 SF / 90.49 AC

	EXISTING BUILDING	BLDG 2	TOTAL
SITE AREA	2,587,432 SF	1,256,770 SF	3,844,202 SF
BUILDING AREA			
FOOTPRINT AREA:	1,373,000 SF	705,200 SF	2,078,200 SF
MEZZANINE:	58,000 SF	8,000 SF	66,000 SF
GROSS FLOOR AREA:	1,431,000 SF	713,200 SF	2,144,200 SF
BUILDING AREA BY USE:			
OFFICE AREA	30,000 SF	16,000 SF	46,000 SF
WAREHOUSE AREA	1,401,000 SF	697,200 SF	2,098,200 SF
NET COVERAGE:	53.06%	56.11%	52.88%
NET F.A.R.:	0.553	0.567	0.547
LANDSCAPE:			
PROVIDED:			
COVERAGE:	- %	8.0%	- %
AREA:	- SF	100,000 SF	- SF
AUTO PARKING:			
REQUIRED PARKING:			
OFFICE @ 1/250 SF	120 STALLS	64 STALLS	184 STALLS
WAREHOUSE			
1-20K SF	20 STALLS	20 STALLS	40 STALLS
20K - 40K SF	10 STALLS	10 STALLS	20 STALLS
> 40K SF	340 STALLS	164 STALLS	504 STALLS
TOTAL	490 STALLS	258 STALLS	748 STALLS
PROVIDED PARKING:	495 STALLS	258 STALLS	753 STALLS
DOCK LOADING POSITIONS:	116 DOCKS	88 DOCKS	204 DOCKS
TRAILER PARKING PROVIDED:	185 TRAILERS	88 TRAILERS	274 TRAILERS
BICYCLE PARKING:			
SHORT TERM	22 REQ. / 22 PROV.	14 REQ. / 14 PROV.	36 REQ. / 36 PROV.
LONG TERM	22 REQ. / 22 PROV.	14 REQ. / 14 PROV.	36 REQ. / 36 PROV.
EMPLOYEE OUTDOOR AREAS			
SF REQUIRED	1,000 SF	500 SF	1,500 SF
SF PROVIDED	1,000 SF	540 SF	1,540 SF
SEATING REQUIRED	43 SEATS	28 SEATS	71 SEATS
SEATING PROVIDED	48 SEATS	32 SEATS	80 SEATS

Source(s): RGA (10-14-2020)

Figure 5-2



Existing Warehouse and Additional Warehouse Alternative

For purposes of analysis, it is anticipated that operations under this Alternative could also occur 24 hours per day/7 days per week, consistent with the Project. As shown in Table 5.3-2, Existing Warehouse and Additional Warehouse Alternative Trip Generation, this Alternative would increase peak hour and ADT compared to reuse of the existing buildings (with no modifications). Additionally, due to the overall reduction in building intensity, this Alternative would generate slightly less vehicle trips compared to the Project. As discussed in Section 4.13, of this Draft EIR, the Project would result in a net increase of 176 actual AM peak hour trips, 104 actual PM peak hour trips, and 976 ADT. When considering passenger car equivalent (PCE) trip generation, the Project would result in a net increase of 189 actual AM peak hour trips, 110 actual PM peak hour trips, and 1,278 ADT.

**Table 5.3-2 Existing Warehouse and Additional Warehouse Alternative Trip Generation**

Trip Generation Comparison	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
<b>Actual Vehicles:</b>							
Existing Trip Generation <sup>1</sup>	108	34	142	86	149	235	3032
Existing Warehouse and Additional Warehouse Alternative <sup>2</sup>	253	61	314	127	205	332	3,950
<b>Variance</b>	<b>145</b>	<b>27</b>	<b>172</b>	<b>41</b>	<b>56</b>	<b>97</b>	<b>918</b>
<b>Passenger Car Equivalent (PCE):</b>							
Existing Trip Generation (PCE) <sup>1</sup>	134	42	176	97	175	272	3,526
Existing Warehouse and Additional Warehouse Alternative (PCE) <sup>2</sup>	292	69	361	142	232	374	4,736
<b>Variance</b>	<b>158</b>	<b>27</b>	<b>185</b>	<b>45</b>	<b>57</b>	<b>102</b>	<b>1,210</b>

<sup>1</sup> Trip generation for the uses that currently exist.

<sup>2</sup> Existing Warehouse and Additional Warehouse Alternative trip generation.

The Existing Warehouse and Additional Warehouse Alternative would involve uses allowed by the existing land use and zoning designations for the Project site. However, as with the Project, a General Plan amendment and Zoning Map amendment would be required for the northern portion of the Project site, changing the designation from Heavy Industrial to General Industrial. This Alternative would also require site plan and architectural review, a Tentative Parcel Map, and a tree removal permit. It is also anticipated that the Project Applicant would enter into a Development Agreement with the City.

**B. Comparative Analysis of Environmental Impacts**

Following is a comparative analysis of the Existing Warehouse and Additional Warehouse Alternative and the Project. The focus of this analysis is to determine if the Existing Warehouse and Additional Warehouse Alternative is capable of eliminating or reducing the potentially significant environmental effects of the Project. As previously noted, the Project would not result in any significant and unavoidable impacts, and potentially significant impacts prior to mitigation are associated with construction activities. Therefore, the Existing Warehouse and Additional Warehouse Alternative is being considered because it would reduce construction-related impacts.

## 1. *Aesthetics*

The Existing Warehouse and Additional Warehouse Alternative would primarily involve retention of the existing warehouse building in the southern portion of the Project site with added loading dock doors, removal of the retail building and landscaping in the southern portion of the Project site (along 4<sup>th</sup> Street) to accommodate additional surface parking, and development of a new high-cube warehouse and associated surface parking and facilities in the underutilized northern portion of the Project site. The visual character of the Project site would be similar to that of the proposed Project. The Existing Warehouse and Additional Warehouse Alternative would not result in any significant aesthetics impacts, including an adverse effect on a scenic vista, damage to scenic resources within a state scenic highway, conflict with a regulation governing scenic quality, or substantial light or glare. No significant aesthetic impacts related to aesthetics were identified for the Project and no significant aesthetic impacts would occur under this Alternative. Therefore, the Existing Warehouse and Additional Warehouse Alternative would not reduce or avoid any significant impacts related to aesthetics.

## 2. *Air Quality*

The Existing Warehouse and Additional Warehouse Alternative would involve construction activities for demolition of the retail building, modifications to the warehouse building and construction of the new high-cube warehouse building and associated facilities. There would be the need for some grading, primarily in the northern portion of the Project site; however, the amount of grading and overall construction activities would be reduced compared to the Project. Therefore, the Existing Warehouse and Additional Warehouse Alternative would result in less construction-related air pollutant emissions compared to the Project, which would result in potentially significant air quality impacts prior to mitigation (even with adherence to regulatory requirements [refer to RR 2-1 and RR 2-2]). It is expected the construction-related emissions would continue to exceed established regional thresholds of significance and would remain significant due to overlapping construction activities associated with the existing building and the new additional building. However, the construction-related air quality impacts would be less than significant with the Project and this Alternative with implementation of a Project-specific mitigation measure (refer to MM 2-1). Therefore, the Existing Warehouse and Additional Warehouse Alternative, which would also adhere to applicable regulations that address construction-related air pollutant emissions and would implement the Project-specific mitigation measure MM 2-1, would not avoid any significant construction-related air quality impacts.

Both the Project and the Existing Warehouse and Additional Warehouse Alternative would involve high-cube warehouse operations at the Project site. However, air pollutant emissions resulting from this Alternative would be slightly reduced compared to the Project due to the slight reduction in building area on the site and associated reduction in trip generation. Any operations at the Project site would be conducted in adherence to applicable regulations (refer to RR 2-3 and RR 2-4) and would be expected to have potential impacts to sensitive receptors similar to or less than the Project; the Project would have less than significant impacts to sensitive receptors. Operations would adhere to existing regulations to control odor emissions (refer to RR 2-5); therefore, odor emissions under this Alternative would be similar to those associated with the Project and would be less than significant. As with the Project, the Existing Warehouse and Additional Warehouse Alternative would be consistent with the

SCAQMD AQMP because it would not exceed regional or localized significance threshold for operations, and would be consistent with the types of land uses anticipated by the General Plan and zoning designations. The Existing Warehouse and Additional Warehouse Alternative would have similar or slightly reduced operational air quality impacts compared to the Project; however, the Project's impacts would be less than significant.

While the air quality impacts resulting from the Existing Warehouse and Additional Warehouse Alternative would be similar to or slightly less than with the Project, the Project's impacts are less than significant with mitigation. Therefore, the Existing Warehouse and Additional Warehouse Alternative would not avoid any significant air quality impacts.

### **3. *Biological Resources***

As discussed in Section 4.3 of this Draft EIR, no native plant communities or natural communities of special concern occur on or adjacent to the Project site. The land cover types present include "disturbed" and "developed". Additionally, there are heritage trees located on-site, primarily in the landscaped area along 4<sup>th</sup> Street. The Project would not impact sensitive plant or wildlife species or sensitive natural community; would not impact wetlands or any area under the jurisdiction of the Corps, Regional Board, or CDFW; would not interfere with wildlife movement; and would not conflict with an approved habitat conservation plan. Further, with adherence to applicable federal and state regulations to protect nesting avian species (refer to RR 3-1 and RR 3-2), and City regulations addressing removal of trees, the Project would have a less than significant impact to nesting avian species, and associated with the removal of trees (refer to RR 3-3 and RR 3-4). No mitigation is required. The Existing Warehouse and Additional Warehouse Alternative would involve the development of the disturbed area in the northern portion of the Project site and removal of on-site trees primarily in the southern portion of the Project site, and would result in similar less than significant impacts as the Project. Therefore, the Existing Warehouse and Additional Warehouse Alternative would not reduce or avoid any significant impacts related to biological resources.

### **4. *Cultural Resources***

As discussed in Section 4.4, of the Draft EIR, the Project would not impact any historic or archaeological resources. Therefore, no impact to known historic or archaeological resources would occur with implementation of the Existing Warehouse and Additional Warehouse Alternative or the Project. Although the amount of grading would likely be reduced under the Existing Warehouse and Additional Warehouse Alternative, there would still be a potential to encounter previously undiscovered cultural resources during excavation, similar to the Project, resulting in a potentially significant impact. Similar to the Project, this impact would be reduced to a level considered less than significant with implementation of Project-specific mitigation measures (refer to MM 4-1 and MM 4-2). With adherence to RR 4-1 impacts to human remains would be less than significant with implementation of the Project and this Alternative. Therefore, the Existing Warehouse and Additional Warehouse Alternative would not avoid any significant impacts related to cultural resources.

## 5. *Energy*

As identified in Section 4.5 of this Draft EIR, the Project would comply with applicable regulations for energy conservation, and would not result in any significant energy impacts. Although the existing warehouse would not be as energy efficient as a new warehouse; any modifications to the existing building would be implemented in accordance with current energy conservation regulations. Additionally, the new warehouse building to be constructed in the northern portion of the Project site under this Alternative would comply with applicable regulations for energy conservation. The Existing Warehouse and Additional Warehouse Alternative would result in similar less than significant energy impacts. Therefore, the Existing Warehouse and Additional Warehouse Alternative would not reduce or avoid any significant impacts related to energy.

## 6. *Geology and Soils*

The Project site is subject to seismic ground shaking, and the Existing Warehouse and Additional Warehouse Alternative would involve use of an existing building with some modifications, and construction of a new building. The new building and modifications to the existing building would be implemented in accordance with existing building standards and other building regulations (refer to RR 6-1 through RR 6-4). Therefore, the Existing Warehouse and Additional Warehouse Alternative would have similar less than significant impacts as the Project related to seismic ground shaking. With adherence to state and local building code requirements, and adherence to recommendations outlined in the Project-specific geotechnical report (which is ensured with implementation of RR 6-2), the Project and the Existing Warehouse and Additional Warehouse Alternative would not result in any significant impacts associated with geotechnical conditions. Further, new development at the Project site would be subject to the same geotechnical constraints and similar recommendations to address these constraints. As with the Project, potential impacts related to geotechnical constraints would be less than significant and no mitigation is required. Therefore, the Existing Warehouse and Additional Warehouse Alternative would not reduce or avoid any significant impacts related to geology and soils.

With respect to paleontological resources, the Existing Warehouse and Additional Warehouse Alternative would involve excavation and grading activities, primarily in the northern portion of the Project site. Although the amount of grading would be reduced under the Existing Warehouse and Additional Warehouse Alternative, there would still be a potential to encounter previously undiscovered paleontological resources during excavation, similar to the Project, resulting in a potentially significant impact. This impact is mitigated to a level considered less than significant with incorporation of the identified Project-level mitigation measure (refer to MM 6-1), that outlines requirements for monitoring during construction and actions to take if paleontological resources are discovered. Therefore, the Existing Warehouse and Additional Warehouse Alternative would not avoid any significant impacts related to paleontological resources.

## 7. *Greenhouse Gas Emissions*

As identified in Section 4.7 of this Draft EIR, the Project would result in less than significant GHG emissions impacts when taking into consideration the elimination of emissions from operation of the existing buildings. It is expected that GHG emissions under the Existing Warehouse and Additional



Warehouse Alternative would be reduced compared to the Project due to the reduction in construction activities, slightly reduced building area on the site, and reduction in trip generation. Both the Project and the Existing Warehouse and Additional Warehouse Alternative would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, both the Project and the Existing Warehouse and Additional Warehouse Alternative would have less than significant impacts related to GHG emissions. The Existing Warehouse and Additional Warehouse Alternative would not reduce or avoid any significant impacts related to GHG emissions.

## **8. Hazards and Hazardous Materials**

As identified in Section 4.8 of this Draft EIR, with adherence to applicable regulations, the Project would have no impact or a less than significant impact related to hazards and hazardous materials. As with the Project, the Existing Warehouse and Additional Warehouse Alternative would operate in compliance with applicable regulations (refer to RR 8-1 through RR 8-3) and would have a less than significant impact related to transport, use and disposal of hazardous materials; and, release of hazardous materials and hazardous emissions. The Project site is within the AIA established by the ONT ALUCP and with adherence to disclosure requirements (refer to RR 8-4) impacts related to airport operations would also be less than significant. Additionally, consistent with the Project, the Existing Warehouse and Additional Warehouse Alternative would have no impact or a less than significant impact related to its location on a hazardous materials site, emergency response/evacuation, and wildland fires. Therefore, the Existing Warehouse and Additional Warehouse Alternative would not reduce or avoid any significant impacts related to hazards and hazardous materials.

## **9. Hydrology and Water Quality**

As discussed in Section 4.9, of this Draft EIR, with adherence to applicable water quality regulations (as required by regulatory requirements RR 9-1 through RR 9-4), the Project would have no impact or less than significant impacts related to hydrology and water quality. Similar to the Project, the Existing Warehouse and Additional Warehouse Alternative would retain existing drainage patterns. Development of this Alternative, which includes a new building and associated facilities in the northern portion of the Project site, would be subject to current hydrology and water quality regulations. Consistent with the Project, this Alternative would not increase the amount of water entering the public storm drain system, and would implement structural and non-structural water quality BMPs, which do not currently exist at the Project site. Due to the depth of groundwater, the Project and this Alternative would not involve the extraction of groundwater. Further, the Project and this Alternative would not conflict with the Basin Plan or a Sustainable Groundwater Management Plan. Therefore, the Existing Warehouse and Additional Warehouse Alternative would not reduce or avoid any significant impacts related to hydrology and water quality.

## **10. Land Use and Planning**

Under the Existing Warehouse and Additional Warehouse Alternative, the existing warehouse building would be retained and the northern portion of the Project site would be developed with a new high-cube warehouse building and associated facilities, as allowed by the existing land use designations. Similar to the Project, development of the Project site under this Alternative would not divide an

established community. Additionally, the Existing Warehouse and Additional Warehouse Alternative and the Project would not conflict with any local or regional land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Existing Warehouse and Additional Warehouse Alternative would not reduce or avoid any significant land use or planning impacts.

### **11. Noise**

The Existing Warehouse and Additional Warehouse Alternative would have reduced construction activities compared to the Project primarily due to the retention of the existing warehouse on-site; however, as with the Project, there would be construction activities with the potential to impact receptors at the West Valley Detention Center, resulting in a potentially significant impact. Under the Project and the Existing Warehouse and Additional Warehouse Alternative, this impact would be reduced to a level considered less than significant with implementation of Project-specific mitigation, which consists of installation of a temporary noise barrier at the eastern property line during construction and use of properly operating and maintained mufflers and directing stationary construction equipment away noise sensitive receivers (refer to MM 11-1 and MM 11-2). Due to similar types of construction activities, vibration impacts during construction would be less significant with the Project and this Alternative.

Similar to the Project, operational activities associated with the Existing Warehouse and Additional Warehouse Alternative have the potential to generate noise, and it is expected that noise from on-site operations under the Existing Warehouse and Additional Warehouse Alternative would be similar to noise generated by the former operations at the Project site and by the Project, and would be less than significant. On-site operations with the Project and this Alternative would be conducted in compliance with noise standards established by the City. Due to the slight reduction in trip generation, the Existing Warehouse and Additional Warehouse Alternative would generate less traffic-related noise on off-site roadways; however, the Project's impacts were determined to be less than significant. The Project and the Existing Warehouse and Additional Warehouse Alternative would have no impact related to noise from airport operations.

Therefore, the Existing Warehouse and Additional Warehouse Alternative would not reduce or avoid any significant noise or vibration impacts.

### **12. Population and Housing**

The Existing Warehouse and Additional Warehouse Alternative would not involve any unplanned population growth and would not displace any existing housing or people. Similar to the Project, the Existing Warehouse and Additional Warehouse Alternative would generate employment opportunities; however, due to the reduction in building space, the amount of employment generation could be slightly reduced under this Alternative. The Existing Warehouse and Additional Warehouse Alternative would not reduce or avoid any significant impacts related to population or housing.

### **13. *Transportation***

Both the Project and the Existing Warehouse and Additional Warehouse Alternative would include the replacement of existing sidewalks and the installation of Class II bicycle lanes along the 4<sup>th</sup> Street and 6<sup>th</sup> Street adjacent to the Project site, and the installation of bicycle facilities on-site. The portion of Street A within the northern portion of the Project site would be constructed, and the extension Street A to 4<sup>th</sup> Street in the future would not be precluded. The Project and this Alternative would generate employment opportunities near existing transit facilities. Therefore, similar to the Project, the Existing Warehouse and Additional Warehouse Alternative would meet the circulation goals and policies outlined in the Rancho Cucamonga General Plan and SCAG's RTP/SCS related to pedestrian and bicycle travel and transit, and would not conflict with a circulation plan or policy.

As discussed in Section 4.13, the Project would have a less than significant impact related to VMT, and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The Existing Warehouse and Additional Warehouse Alternative would generate slightly less traffic compared to the Project, would also have a less than significant transportation impact based on VMT, and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Furthermore, as with the Project, the Existing Warehouse and Additional Warehouse Alternative would adhere to the City's requirements for circulation and access (refer to RR 13-1 through RR 13-5) and would not cause any impacts related to increased hazards due to design or incompatible uses, or emergency access.

The Existing Warehouse and Additional Warehouse Alternative and Project would not reduce or avoid any significant impacts related to transportation.

### **14. *Tribal Cultural Resources***

The Existing Warehouse and Additional Warehouse Alternative would involve excavation and grading activities, primarily in the northern portion of the Project site. Although the amount of grading would be reduced under the Existing Warehouse and Additional Warehouse Alternative, there would still be a potential to encounter previously undiscovered tribal cultural resources, similar to the Project, resulting in a potentially significant impact. Similar to the Project, this impact would be reduced to a level considered less than significant with implementation of identified Project-specific mitigation measures (refer to MM 14-1 through MM 14-6). Therefore, the Existing Warehouse and Additional Warehouse Alternative would not avoid any significant impacts related to tribal cultural resources.

### **15. *Utilities and Service Systems***

The Existing Warehouse and Additional Warehouse Alternative would involve use of the existing warehouse and construction of a new high-cube warehouse. It is expected that the overall utility demand would be less than the Project because although there would be a similar building, the Project would be more efficient with the construction of two new buildings. As with the Project and consistent with existing conditions, the existing utility infrastructure would be sufficient to serve the Existing Warehouse and Additional Warehouse Alternative, which would be operated in compliance with applicable regulations (refer to RR 14-1 through RR 14-3), and impacts would be less than significant.

Construction and operations under the Existing Warehouse and Additional Warehouse Alternative and the Project would be conducted in compliance with applicable regulations addressing solid waste management (refer to RR 14-4 and RR 14-5) and impacts related to solid waste generation would also be less than significant. Therefore, the Existing Warehouse and Additional Warehouse Alternative would not avoid any significant impacts related to utilities or service systems.

### **C. Conclusions**

#### ***Avoid or Substantially Lessen the Significant Impacts of the Project***

As presented in Sections 4.1 through 4.15 of this Draft EIR, the Project would not result in any significant and unavoidable impacts; therefore, the Existing Warehouse and Additional Warehouse Alternative would not avoid or substantially lessen a significant and unavoidable impact. Project-level mitigation measures are required to reduce potentially significant impacts to levels considered less than significant for the following topical issues: air quality (due to construction-related emissions), cultural resources (due to the potential to encounter undiscovered cultural resources), geology and soils (due to the potential to encounter paleontological resources), noise (due to construction-related noise), and tribal cultural resources (due to the potential to encounter undiscovered tribal cultural resources). These potentially significant impacts are associated with construction activities, not operation of the Project.

As described above, both the Project and the Existing Warehouse and Additional Warehouse Alternative would be required to comply with applicable regulations and would also implement the same mitigation measures required for the Project. Therefore, this Alternative would have a similar lack of impacts, or less than significant impacts for each topical issue. However, due to the reduction in construction activities due to the reuse of the existing warehouse building, and slight reduction in overall building space, the Existing Warehouse and Additional Warehouse Alternative would have reduced impacts associated with air pollutant emissions, GHG emissions, and noise.

#### ***Attainment of Project Objectives***

The discussion below addresses the ability of the Existing Warehouse and Additional Warehouse Alternative to attain the project objectives.

1. **Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Rancho Cucamonga as set forth in the Rancho Cucamonga General Plan.** The Existing Warehouse and Additional Warehouse Alternative would not conflict with applicable goals and policies of the City of Rancho Cucamonga as set forth in the Rancho Cucamonga General Plan and therefore would meet this Project objective.
2. **Maximize redevelopment of the existing underutilized Project site and generate increased property tax revenue for the City of Rancho Cucamonga in order to support the City's ongoing municipal operations.** The Existing Warehouse and Additional Warehouse Alternative would involve reuse of the existing warehouse building on-site and construction of a new building in the underutilized northern portion of the site. Due to the

similarity in overall building space as the Project, and because this Alternative would also increase property tax revenue, this Alternative would meet this Project objective.

3. **Maximize development of Class A high cube warehouse industrial buildings in the City of Rancho Cucamonga that are designed to meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region.** The reuse of the existing warehouse building and construction of a new building in the underutilized northern portion of the Project site under the Existing Warehouse and Additional Warehouse Alternative would meet this Project objective, but not to the same extent as the Project. Modifications to the existing building would not meet contemporary industry standards to the same extent as a new warehouse building.
4. **To create employment-generating businesses in the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment, and to improve the jobs to housing balance.** As with the Project, the Existing Warehouse and Additional Warehouse Alternative would generate new employment opportunities and would meet this Project objective, but not to the same extent as the Project.
5. **To develop a project with an architectural design and operational characteristics that complement other existing buildings in the immediate vicinity and minimize conflicts with other nearby land uses.** Retention of the existing warehouse building and construction of a new warehouse under the Existing Warehouse and Additional Warehouse Alternative would not conflict with existing architecture or the operations of nearby uses. Therefore, the Existing Warehouse and Additional Warehouse Alternative would meet this Project objective.
6. **To maximize industrial warehouse buildings in close proximity to an already-established industrial area, designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways, and avoid locating industrial warehouse buildings in close proximity to residential uses.** The Project site is within an established industrial area near designated truck routes and the State highway system. The reuse of the existing warehouse building and construction of a new building on the underutilized northern portion of the Project site under the Existing Warehouse and Additional Warehouse Alternative would meet this Project objective.
7. **To develop properties that have access to available infrastructure, including roads and utilities to be used as part of the Southern California supply chain and goods movement network.** The Existing Warehouse and Additional Warehouse Alternative would involve the use of the existing warehouse building and construction of new warehouse building, and would continue to operate with service from existing roadways and infrastructure. Additionally, the buildings would be used as part of the Southern California supply chain and goods movement network. Therefore, the Existing Warehouse and Additional Warehouse Alternative would meet this Project objective.

## **5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

CEQA requires the identification of an environmentally superior alternative. As discussed above, the No Project/No Development Alternative, which involves reuse of the existing building and facilities on-site would result in greater operational impacts than the Project for certain environmental issues, less construction-related impacts, and no change from current conditions for other environmental issues. However, Section 15126.6(e)(2) of the CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the analysis presented in Section 4.1 through 4.15 of this Draft EIR, the Project would result in potentially significant impacts during construction for the following topics, and Project-level mitigation measures are required to reduce these potentially significant impacts to levels considered less than significant: air quality (due to construction-related emissions), cultural resources (due to the potential to encounter undiscovered cultural resources), geology and soils (due to the potential to encounter paleontological resources), noise (due to construction-related noise), and tribal cultural resources (due to the potential to encounter undiscovered tribal cultural resources). For all other topics, the Project, which would be implemented in compliance with applicable regulations, would result in no impact or a less than significant impact. The Project would not result in any significant and unavoidable impacts; therefore, no alternative is needed to reduce or avoid such impacts. Therefore, for purposes of this discussion, for an alternative to be superior to the Project, it would need to reduce construction-related impacts.

The Existing Warehouse and Additional Parking Alternative would be the environmentally superior alternative to the Project due to the reduction in construction activities, and reductions in overall building space. Specifically, this alternative would involve modifications to and reuse of the existing warehouse building, and construction of a new parking area in the northern portion of the Project site, rather than construction of two new industrial warehouse buildings. This Alternative would generate approximately 884 fewer daily trips compared to the Project. As discussed in Section 5.3.2, the Existing Warehouse and Additional Parking Alternative would have reduced impacts associated with air pollutant emissions, GHG emissions, noise, and utilities and services systems.

The Existing Warehouse and Additional Parking Alternative would meet some, but not all of the Project objectives, or would not meet the Project objectives to the same extent as the Project. This is primarily because the Project objectives are related to maximizing industrial development on the Project site that is consistent with the City's General Plan, and to constructing contemporary buildings.

## **6.0 OTHER CEQA CONSIDERATIONS**

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines states that “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.” Section 15126 of the CEQA Guidelines requires that all aspects of a project (including planning, acquisition, development, and operation) be considered when evaluating its impact on the environment and sets forth general content requirements for Environmental Impact Reports (EIRs). Potential significant effects of the Project, applicable mitigation measures from the Rancho Cucamonga 2010 General Plan Update EIR and Project-level mitigation measures to address potential significant effects, and potential cumulative impacts have been identified throughout the analysis presented in Sections 4.1 through 4.15 of this Draft EIR. An analysis of alternatives is included in Section 5.0, Alternatives.

This section identifies (1) effects determined not to be significant; (2) significant environmental effects that cannot be avoided if the Project is implemented; (3) significant irreversible environmental changes that would result from implementing the Project; and (4) growth-inducing impacts of the Project.

### **6.1 EFFECTS DETERMINED NOT TO BE SIGNIFICANT**

The Notice of Preparation (NOP) for this Draft EIR, included in Appendix A, identifies environmental issues for which it was determined the Project would result in no impact or a less than significant impact. This includes the following topical issues: Agriculture and Forestry Resources, Mineral Resources, Public Services, Recreation, and Wildfire. The analysis presented in the NOP is presented below.

#### **6.1.1 AGRICULTURE AND FORESTRY RESOURCES**

According to the California Department of Conservation Farmland Mapping and Monitoring Program, the Project site is classified as “Urban and Built-Up Land.” Urban and Built-Up Land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to 10-acre parcel. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively referred to as Farmland). Additionally, no forest land or timberland is located on or near the Project site. Furthermore, the Project site and surrounding area are not zoned for agricultural land uses and the Project site is not subject to a Williamson Act contract. Accordingly, implementation of the Project would not result in the loss of Farmland or forest land; result in the conversion of Farmland to non-agricultural use; or result in the conversion of forest land resources to non-forest use.

#### **6.1.2 MINERAL RESOURCES**

According to the City of Rancho Cucamonga General Plan Land Use Map, the Project site is designated for Light Industrial and Heavy Industrial uses. Moreover, the Project site is zoned for General Industrial and Heavy Industrial uses. In addition, the Project site is not identified as a locally-important mineral resource recovery site. As such, the implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region or to the residents of the State of California.

### 6.1.3 PUBLIC SERVICES

Fire and police services are provided to the Project site by the Rancho Cucamonga Fire Protection District (RCFPD) and San Bernardino Sheriff Department (SBSD), respectively. The Project would not involve new residential uses or an increase in the City's population, and there is an existing demand for public services at the Project site associated with the existing development on-site. The nearest RCFD fire station is Station No. 174, located approximately 1.4 miles northwest of the Project site at 11297 Jersey Boulevard. The SBSB operates from one station located at 10510 Civic Center Drive, approximately 2.7 miles northwest of the Project site. Consistent with the existing condition, the Project would create the typical range of service calls for the RCFD and SBSB that occur with the proposed industrial uses. Additionally, the Project would comply with all applicable codes, ordinances, and standard conditions, including the current edition of the California Fire Code and the RCFD Fire Protection Standards and Guidance Documents, regarding fire prevention and suppression measures, fire hydrants, automatic fire extinguishing systems, access, water availability, and fire sprinkler systems, among other measures, which would ensure that impacts to fire protection services resulting from development of the Project are less than significant. Furthermore, in compliance with Chapter 3.64, Police Impact Fee (Ordinance No. 865), of the City's Municipal Code, the Property Owner/Developer would pay the required City Police Impact Fee, which is collected to fund new facilities, vehicles, and equipment. This section of the Municipal Code states that the Police Impact Fee was enacted "to prevent new residential and commercial/industrial development from reducing the quality and availability of public services provided to residents of the City by requiring new residential and business development to contribute to the cost of expanding the availability of police assets in the City." The Project would not require the construction of new or alteration of existing fire or police protection facilities to maintain an adequate level of service to the Project area, and no physical environmental impacts would result.

The Project would not directly generate students, as it does not involve the development of residential land uses and would not result in a direct increase in the population in the City. Additionally, appropriate developer impact fees, as required by State law (Section 65995(b) of the California Government Code), shall be assessed and paid by the Project Applicant to the Cucamonga School District and Chaffey Joint Union High School District. The Project would not require the construction of new or expanded school facilities and no physical environmental impacts would result.

The City's Parks and Recreation Department operates various City parks and provides a wide range of recreational programs to the community. Because the Project does not propose new residential uses and would not result in a direct increase in the population within the City, the Project would not create a demand for parks or recreational facilities. The Project would not require the construction of new or expanded park or recreational facilities and no physical environmental impacts would result.

### 6.1.4 RECREATION

The nearest park to the Project site is Garcia Park at 13150 Garcia Drive, approximately 1.7 miles northeast. The Project does not propose any type of residential use or other land use that would increase the use of existing neighborhood and regional parks or other recreational facilities. Additionally, the Project does not propose to construct any new on- or off-site recreational facilities. As such, the



implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood park or regional park, or substantial adverse environmental effects related to the construction or expansion of recreational facilities.

### **6.1.5 WILDFIRE**

According to the California Department of Forestry and Fire Protection (CalFire), the Project site is not within a State Responsibility Area (SRA). SRAs include land where the State of California is financially responsible for the prevention and suppression of wildfires. SRAs do not include lands within city boundaries or in federal ownership. Based on a review of Figure PS-1, Fire Hazard Severity Zones, of the Rancho Cucamonga General Plan, the Project site is outside all designated fire hazard areas.

Additionally, according to the CalFire, the Project site is not located within a very high fire hazard severity zone. The Project site is surrounded by development, with no wildland areas in the immediate vicinity. Furthermore, under existing conditions the Project site is developed and disturbed and does not contain any vegetation or topographical features that would exacerbate wildfire risk. As such, no impacts related to wildfire would occur.

## **6.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED**

Section 15126.2(c) of the State CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental impacts of the Project are disclosed in Sections 4.1 through 4.15 of this Draft EIR, and are summarized in the Draft EIR Executive Summary (Section 1). With incorporation of regulatory requirements (RRs), project design features, and Project-level mitigation measures (MMs), the Project would result in less than significant impacts for each of the topical issues addressed in this EIR: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Transportation, Tribal Cultural Resources, and Utilities and Services Systems. There are no significant environmental effects which cannot be avoided if the Project is implemented.

## **6.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE CAUSED BY THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED**

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. Specifically, Section 15126.2(d) states:

*Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or non-use thereafter unlikely. Primary impacts and, particularly, secondary impacts*

*(such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

Generally, a project would result in significant irreversible environmental changes if the following occurs:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Determining whether the Project may result in significant irreversible effects requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. The southern portion of the Project site is developed with industrial uses, associated facilities, and landscaping, and the northern portion of the Project site consists of a surface parking area and vacant land (a former vineyard). The Rancho Cucamonga General Plan anticipates that development within the Southeast Focus Area will eventually support urban uses that would generate jobs and revenue. Thus, the Project would alter the Project site by replacing the existing warehouse and retail buildings, which were originally constructed in 1983, with two new contemporary high-cube industrial warehouse buildings. There are no non-renewable resources present at the Project site; therefore, conversion of the land from its current state to a high-cube industrial warehouse development would have no direct effect on any such resources at the Project site.

Construction of the Project would require the commitment and reduction of nonrenewable and/or slowly renewable resources, including petroleum fuels and natural gas (e.g., for construction, vehicle operations) as well as lumber, sand/gravel, steel, copper, lead, and other metals (for use in building and internal roadway construction and utility infrastructure). Construction of the Project would not involve the use of large sums or sources of renewable energy. Additionally, the Project is required by law to comply with federal, state, and local building requirements addressing energy conservation, compliance with these requirements reduces a building operation's energy volume that is produced by fossil fuels. A more detailed discussion of energy consumption is provided in Section 4.4, Energy, of this Draft EIR.

Non-renewable natural resources that would be consumed over the operating life of the Project could include fuels (petroleum and natural gas) for both on-site workers who would commute to the Project site and for the vehicles that would deliver goods to/from the Project site. Depending on the specific occupants of the Project's future buildings, various non-renewable natural resources could be

consumed during operations, including metals (such as lead, copper, etc.). There also could be a variety of ancillary maintenance and fueling activities for equipment used inside the future buildings and in the truck loading areas of the industrial buildings. These activities could involve the use of liquid fuels such as gasoline and diesel, propane, or other gases. The consumption of non-renewable resources to construct and operate the Project over the long-term would likely commit subsequent generations to the same use of the land and similar patterns of energy consumption. It is improbable that the site would revert to permanently undeveloped conditions due to the large capital investment that would already have been committed. However, the Project is not expected to reduce the availability of any natural resources as a result of long-term operational activities.

Section 4.8, Hazards and Hazardous Materials, of this Draft EIR, provides an analysis of the Project's potential to transport or handle hazardous materials which, if released into the environment, could result in irreversible damage to the environment. As concluded in the analysis, compliance with federal, State, and local regulations related to hazardous materials would be required of all contractors working on the property during the Project's construction and of all occupants that occupy the Project's buildings. As such, construction and long-term operation of the Project would not have the potential to cause significant irreversible damage to the environment, including damage that may result from upset or accident conditions.

Lastly, an increased commitment of public services (e.g., police and fire) would also be required. However, as discussed above, the Project would not require the construction of new or alteration of existing fire or police protection facilities to maintain an adequate level of service to the Project area, and no physical environmental impacts would result.

In summary, Project development is an irreversible commitment of the land, energy resources, and public services.

#### **6.4 GROWTH INDUCING IMPACTS**

CEQA requires an EIR include a discussion of ways in which the 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 (State CEQA Guidelines, Section 15126.2[e]). New employees from the future high-cube warehouse uses proposed by the Project 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, placing additional demands on public services and infrastructure systems, and in the generation of a variety of environmental impacts, which are addressed in Section 4.1 through 4.15 of this Draft EIR.

To address this issue, potential growth-inducing effects are examined through analysis of the following questions:

1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?
2. Would this project result in the need to expand one or more public services to maintain desired levels of service?
3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
4. Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?

A project could indirectly induce growth by reducing or removing barriers to growth or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or 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 EIR.

- 1. Would this Project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?** Urban development in the City of Rancho Cucamonga and existing development in the Southeast Focus Area are already served by an extensive network of utility/service systems and the other infrastructure necessary to accommodate or serve the existing conditions and planned growth. The existing utility/service systems can be readily upgraded and/or extended onto the future development sites. Further, future development would be reviewed on a project-by-project basis prior to the time of proposed construction in order to determine the utility/service systems necessary to serve the proposed land uses. The Project would not involve the construction of any off-site infrastructure; existing and planned utility infrastructure and facilities are available adjacent to the Project site. New utility infrastructure would be required to serve the proposed development and would connect to existing utilities. The utility infrastructure installed as part of the Project would be sized and located expressly to serve the Project and would not, therefore, induce growth in the Project vicinity.

The Project would not involve the construction of any major roadways. A new public street referred to as "Street A" would be constructed along the eastern boundary of the Project site to provide a connection between 4<sup>th</sup> Street and 6<sup>th</sup> Street to alleviate vehicular trips on nearby streets. Additionally, the Project includes the connection of 6<sup>th</sup> Street over the railroad tracks west of the Project site to complete 6<sup>th</sup> Street between Santa Anita Avenue and Etiwanda Avenue. This connection is already anticipated in the Rancho Cucamonga General Plan. These roadway improvements would not induce growth in the Project vicinity.

As previously discussed, the Project site is currently designated for Light Industrial and Heavy Industrial uses. The Project implements growth and development anticipated in the Southeast Focus Area, as identified in the Rancho Cucamonga General Plan. However, a General Plan Amendment and Zoning Map Amendment are requested for the northern portion of the Project site for consistency of land use designations across the Project site and to create a uniform set of development standards to follow. The Project is not, therefore, considered to be growth-inducing with respect to the removal of obstacles to growth.

- 2. Would this Project result in the need to expand one or more public services to maintain desired levels of service?** As identified in Section 6.1, above, consistent with the existing condition, the Project would create the typical range of service calls for the RCFPD and SBSD that occur with the proposed industrial uses. The Project would not necessitate the construction of new or the expansion of existing public service facilities in order to maintain desired levels of service. No demand for other public services (e.g., schools, parks, libraries) would occur with the Project and the facilities or associated resources of these services do not need to be expanded. In addition, the City has funding mechanisms in place through existing regulations and standard practices to accommodate future growth and the demand for public services. This Project would not, therefore, have significant growth inducing consequences with respect to public services.
  
- 3. Would this Project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?** During Project construction, a number of designs, engineering, and construction-related jobs would be created. This would last until Project construction is completed. This would be an indirect, growth-inducing effect of the Project. As the Project is built and occupied, Project employees would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the surrounding area. This would represent an increased demand for such economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses that address these economic needs. However, it is expected that any such development would occur consistent with planned growth identified in the Rancho Cucamonga General Plan and the General Plans of nearby cities, including Ontario and Fontana.

The Project is located near existing commercial and retail areas that would help serve the needs of Project employees. However, the Project would not increase the residential population in the City and would not directly induce or cause substantial unexpected growth in the area.

As discussed in Section 4.12, Population and Housing, of this Draft EIR, once operational, the Project could result in a net increase of approximately 277 employment opportunities in the City, and the number of jobs that would result from operation of the Project is within the growth projections for the City and region, including the growth assumptions in SCAG's current Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; referred to as Connect SoCal). It is expected that the short-term construction jobs and new positions during project operation would be filled by workers who already reside in the local area or region.

Operation of the Project is not anticipated to generate a substantial permanent increase in population in the City, and the increase in demand for additional goods and services would be limited to those associated with employee demands.

- 4. Would this Project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?** As identified above, the Project involves a General Plan Amendment and Zoning Map Amendment to provide a consistent land designation for the Project site. However, no changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, fire codes) are proposed or required to implement this Project. Regulatory requirements and mitigation measures have been identified in Sections 4.1 through 4.15 of this Draft EIR to ensure that implementation of the Project complies with applicable City plans, policies, and ordinances, ensure that there are no conflicts with adopted land development regulations, and environmental impacts are minimized. The Project does not propose any precedent-setting actions that, if approved, would specifically allow, or encourage other projects and resultant growth to occur. Furthermore, the Project is not extending any infrastructure or facilitating further development. Accordingly, the Project's potential influence on other nearby properties to redevelop at greater intensities and/or different uses than the City's General Plan and Zoning allow is speculative. CEQA does not require the analysis of speculative effects (CEQA Guidelines Section 151454). If any other property owner were to propose redevelopment of a property in the Project vicinity or in any part of the City, the redevelopment project would require evaluation under CEQA based on its own merits, including an analysis of direct and cumulatively considerable effects.

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