

Appendix A

NOP/Responses

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City of Rancho Cucamonga
Notice of Preparation of a Draft EIR
And Notice of Public Scoping Meeting

Date: June 28, 2021

To: Responsible and Trustee Agents/Interested Organizations and Individuals

Subject: **Notice of Preparation of a Draft Environmental Report and Notice of a Public Scoping Meeting**
Jersey Milliken Industrial Complex Project

Lead Agency:

City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730
Vincent Acuna

Consulting Firm

Birdseye Planning Group, LLC.
P.O. Box 1956
Vista, CA 92085

This NOP includes a project description and a list of the environmental issues to be examined in the environmental impact report (EIR).

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 days after receipt of this notice.

Please send your response to Vincent Acuna, Associate Planner, at the City of Rancho Cucamonga address shown above. Please include the name, phone number, email, and address of a contact person in your response.

Project Title: Jersey Milliken Industrial Complex Project

Location: The proposed project is located on a vacant site at 11298 Jersey Boulevard in the City of Rancho Cucamonga, CA (northwest corner of Jersey Boulevard and Milliken Avenue) (APN 229-111-60). The 7.39-acre site is located approximately 1.9 miles north of the I-10 Freeway/Milliken Avenue on/off ramp, approximately 2.8 miles south of the SR-210 Freeway/Milliken Avenue on/off ramp, and 0.8 miles east of I-15.

A. Project Overview The project would construct and operate a new warehouse/storage building with offices and related improvements on a vacant site located at 11298 Jersey Boulevard in the City of Rancho Cucamonga. The site is located at the northwest corner of Milliken Avenue and Jersey Boulevard (APN 229-111-60). **Exhibit 1: Vicinity Map.** The site is 7.39 acres in size and zoned Medium Impact/Heavy Industrial. The site is designated Heavy Industrial in the City of Rancho Cucamonga General Plan land use map. Thus, the project is subject to standards and policies within the City of Rancho Cucamonga Municipal



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Code for the Minimum Impact/Heavy Industrial zoning designation. The project site has not been developed but has been disturbed from past remediation to remove slag material located on the site.
Exhibit 2: Site Plan.

The project would construct and operate a new warehouse building with 143,014 square feet of storage in four separate units, 8,127 square feet of mezzanine storage, 8,127 square feet of office space (i.e., divided into four separate spaces, one for each storage unit) and a 312-square foot electrical room. The total building area would be 159,580 square feet. The highest point of the building would be 42 feet above ground level. These would be the architectural parapets on the building frontage. A total of 110 parking spaces would be provided. The building would be oriented east/west with vehicle access to office space fronting the building from Jersey Boulevard. Truck access to the loading docks located at the rear of the building would be provided from Milliken Avenue. The truck access driveway would be gated with security cameras and monitored to ensure no unauthorized entrance to the loading area. The project would provide four warehouse storage units, each with four truck loading docks (i.e., 16 total docks). Water/sewer and other utilities (i.e., electrical, communication) would be provided via existing infrastructure located on-site or within the adjacent Milliken Avenue and Jersey Boulevard corridors.

The warehouse is expected to receive and ship non-perishable products from early morning (5:00 am) to evening hours (10:00 pm) seven days a week. No cold storage would be provided. The office personnel would work during typical daytime office hours (8:00 am to 5:00 pm).

Construction

Construction of the proposed Project is expected to commence in mid-2022 (estimated) with a construction duration of approximately 12 months. Cut and fill material generated during grading would be balanced on-site; thus, no off-site import or export of soil material would occur. Construction activities are expected to occur five days per week, 8 hours per day, between 8:00 am and 5:00 pm.

Project Setting

Adjacent properties to the north, south, east and west are zoned for Minimum Impact/Heavy Industrial (HI). The parcel immediately south of the site is designated Civic/Regional in the General Plan. City of Rancho Cucamonga Fire Department Station #4 is located on this site. The site is bordered to the east by Milliken Avenue and to the south by Jersey Boulevard. All properties surrounding the site, with the exception of Fire Station #4 to the south are developed with industrial uses consistent with the General Plan and zoning designation.

Requested Project Approvals

Project entitlement will include the following applications:

- **Design Review (DR)(DRC2019-00766):** The application includes the proposed review of one new



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warehouse building with 143,014 square feet of storage in four separate units, 8,127 square feet of mezzanine storage, 8,127 square feet of office space (i.e., divided into four separate spaces, one for each storage unit) and a 312-square foot electrical room. The total building area would be 159,580 square feet.

Environmental Issues to be Evaluated in the EIR

Pursuant to Section 21165 of the California Public Resources Code and Section 15050 of the California Environmental Quality Act (CEQA) Guidelines, the City of Rancho Cucamonga will be the lead agency for an environmental impact report (EIR) that will be prepared to address potential impacts associated with the proposed Jersey Milliken Industrial Complex Project. CEQA Guidelines §15063 provide that if a lead agency determines that an EIR will clearly be required for a project, an Initial Study is not required. In this case, an Initial Study was prepared and circulated from April 13, 2021 to May 12, 2021 (SCH# 2021040209).

Based on comments received addressing Greenhouse Gas emission calculations and the Vehicle Miles Traveled (VMT) analysis, the City has determined that an EIR will need to be prepared based on the Project's potential to create short-term, long-term and cumulative impacts. The EIR will address only those environmental topical areas that could be significantly impacted by the project from the 2020 CEQA Initial Study Checklist.

The following issues are anticipated to be addressed in the EIR:

- Air Quality • Biological Resources • Cultural Resources • Geology and Soils • Greenhouse Gas Emissions
- Hazards and Hazardous Materials • Hydrology and Water Quality • Noise • Transportation • Tribal Cultural Resources

The EIR will address the short- and long-term effects of the Project on the environment. It will also evaluate the potential for the Project to cause direct and indirect growth-inducing impacts, as well as cumulative impacts. Alternatives to the proposed Project will be evaluated that may reduce impacts that are determined to be significant in the EIR. Mitigation may be proposed for those impacts that are determined to be significant. A mitigation monitoring program will also be developed as required by §15097 of the CEQA Guidelines. The environmental determination in this Notice of Preparation is subject to a 30-day public review period per Public Resources §21080.4 and CEQA Guidelines §15082. Public agencies, interested organizations, and individuals have the opportunity to comment on the proposed Project, to identify those environmental issues potentially affected by the Project which should be addressed further by the City of Rancho Cucamonga in the EIR.

As they are completed and distributed, the EIR/Environmental Documentation for the Project will be made available to download from the City's website: www.cityofrc.us



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The EIR/Environmental Documentation will be made available for review Monday through Thursday, between 7:00 AM and 6:00 PM at the following location:

City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

Public Review Period

CEQA requires a 30-day public review period for an NOP. In accordance with CEQA, should you have any comments, please provide a written response to this NOP within the 30-day NOP period between **July 2, 2021 through August 3, 2021**.

The City is requesting comments and guidance on the scope and content of the EIR from Responsible and Trustee agencies, interested public agencies, organizations, and the general public (pursuant to CEQA Guidelines §15082). All parties that have submitted their names and mailing addresses will be notified as part of the Project's CEQA review process. If you wish to be placed on the mailing list or have any questions or need additional information, please contact the lead agency contact noted below.

Public Comments

The City requests your careful review and consideration of this notice, and invites **written comments** from interested agencies, persons, and organizations regarding the preparation of the EIR. Please indicate a contact person for your agency or organization. Please send your written comments to:

Attn: Vincent Acuna, Associate Planner
City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730
Phone: (909) 774-4323
Email: vincent.acuna@cityofrc.us

Please include the name, phone number, email, and address of a contact person in your response.



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You may also provide oral or written comments in person at the **Scoping Meeting** noted below. Comments in response to this notice must be submitted to the City through close of business (5:00 PM) on August 3, 2021.

Public Scoping Meeting

The City will have a Scoping Meeting to present updates to the Project and the CEQA process, and to receive public comments and suggestions regarding the scope and content of the EIR. The meeting will be held at the following location, date and time:

Date: July 13, 2021

Location: **Teleconference via Zoom**
<https://zoom.us/join>
Meeting ID: 997 3449 1801

Time: 6:00 PM to 7:30 PM

Special Accommodations. Should you require special accommodations at the public scoping meeting, such as for the hearing impaired or an English translator, please contact the City of Rancho Cucamonga no later than July 6, 2021 (see contact information above).

Attachments:

Exhibit 1 – Regional Map

Exhibit 2 – Vicinity Map

Exhibit 3 –Site Plan

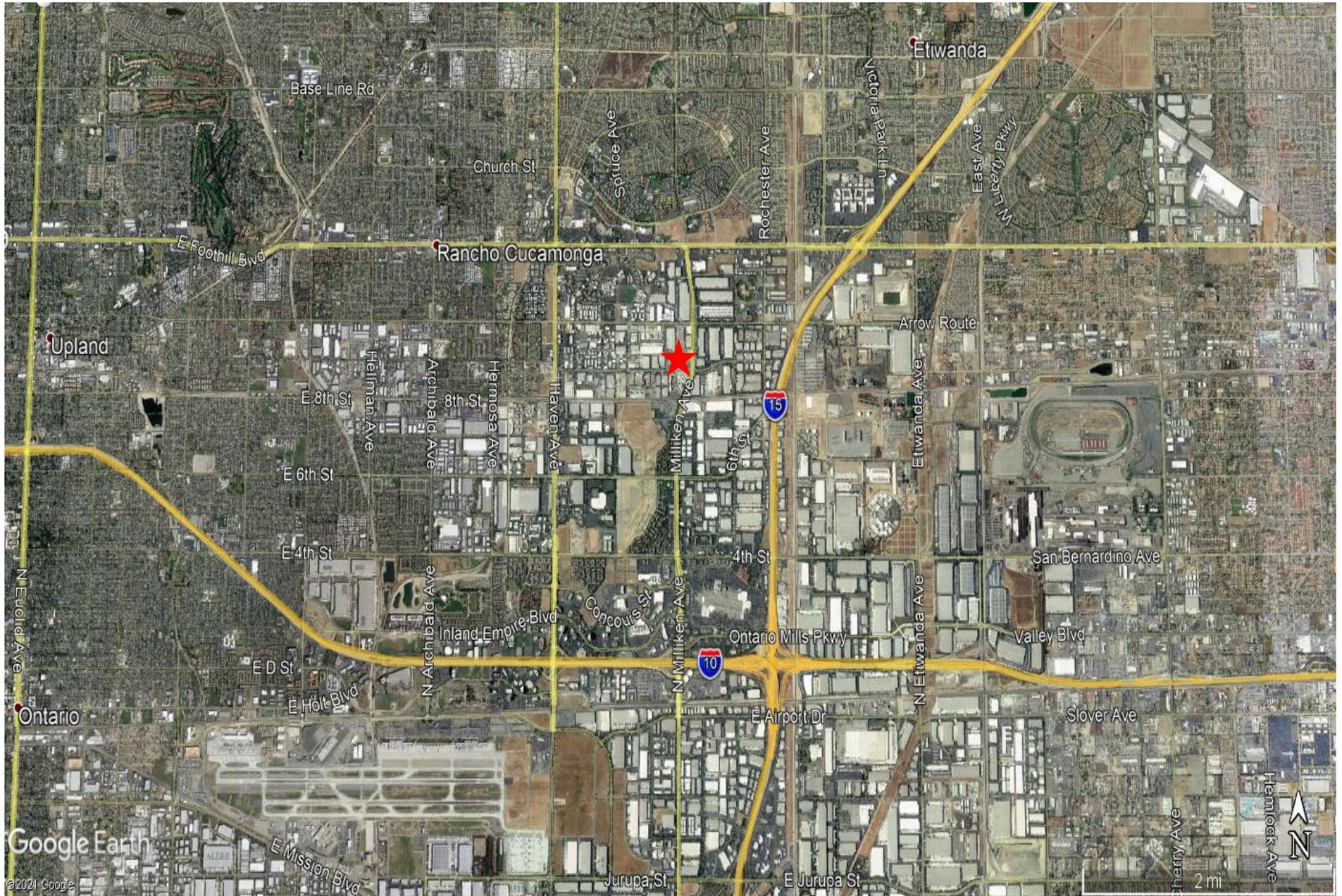


Exhibit 1—Regional Map

★ - Project Site

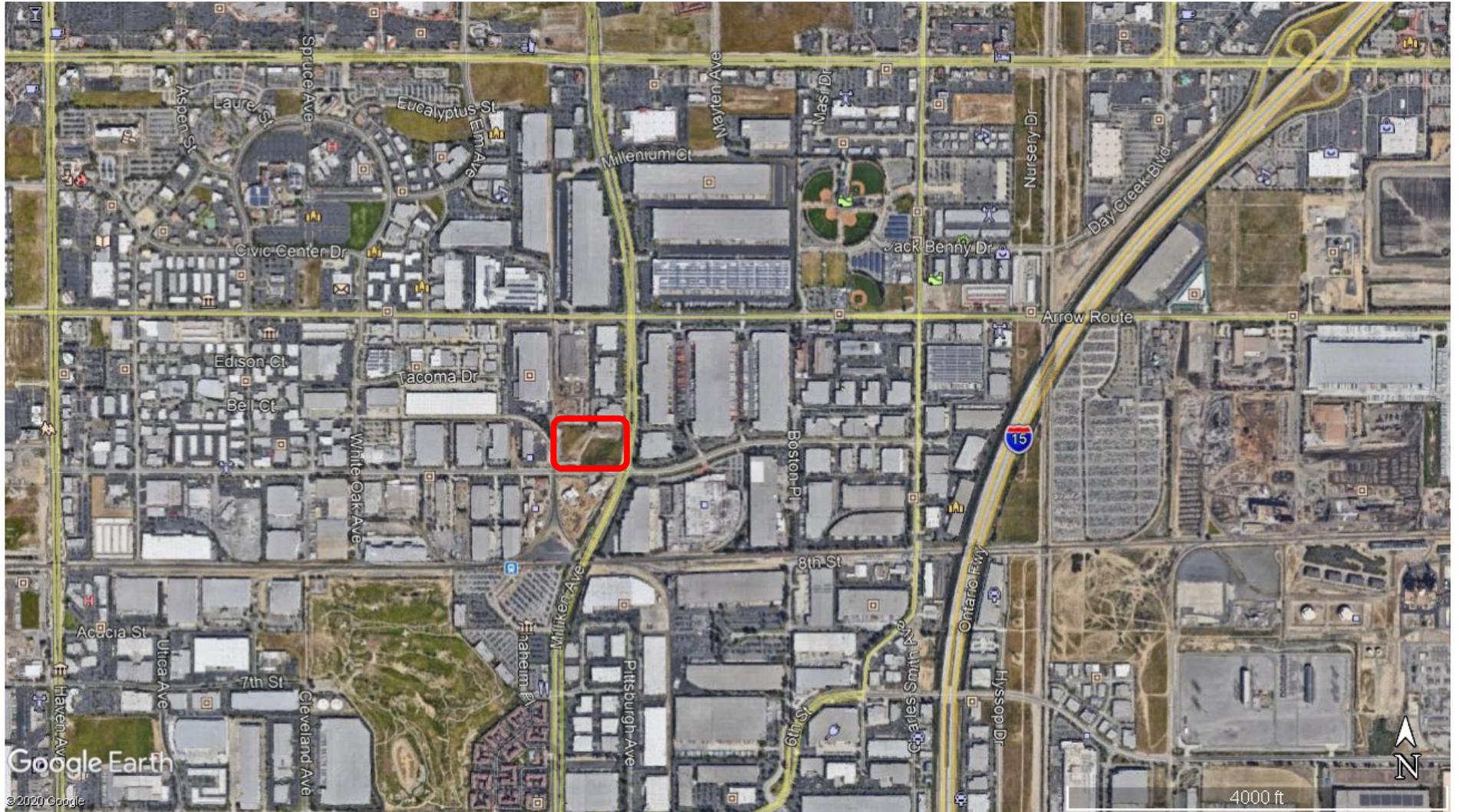
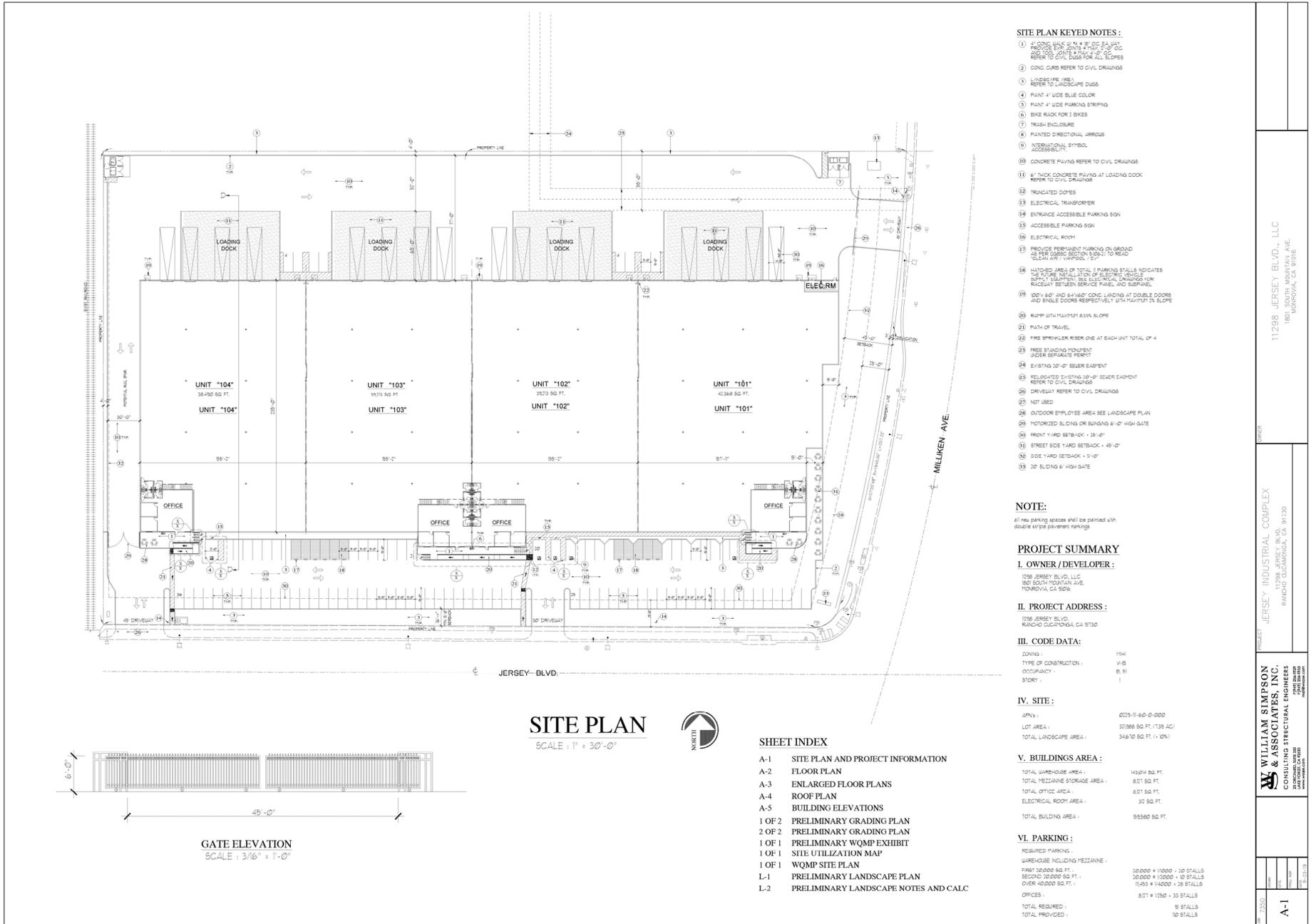


Exhibit 2—Vicinity Map

 - Project Site



SITE PLAN KEYED NOTES:

- ① 4" CONC. CURB @ 4" & 8" CONC. SLAB WITH PROVIDE EXP. JOINTS @ 20'-0" O.C. AND 100' JOINTS @ 10'-0" O.C. REFER TO CIVIL DGS FOR ALL SLOPES
- ② CONC. CURB REFER TO CIVIL DRAWINGS
- ③ LANDSCAPE AREAS REFER TO LANDSCAPE DGS
- ④ PAINT 4" WIDE BLUE COLOR
- ⑤ PAINT 4" WIDE PARKING STRIPING
- ⑥ BIKE RACK FOR 2 BIKES
- ⑦ TRASH ENCLOSURE
- ⑧ PAINTED DIRECTIONAL ARROWS
- ⑨ INTERNATIONAL SYMBOL ACCESSIBILITY
- ⑩ CONCRETE PAVING REFER TO CIVIL DRAWINGS
- ⑪ 6" THICK CONCRETE PAVING AT LOADING DOCK REFER TO CIVIL DRAWINGS
- ⑫ TRAGATED SLOPES
- ⑬ ELECTRICAL TRANSFORMER
- ⑭ ENTRANCE ACCESSIBLE PARKING SIGN
- ⑮ ACCESSIBLE PARKING SIGN
- ⑯ ELECTRICAL ROOM
- ⑰ PROVIDE PERMANENT MARKING ON GROUND AS PER CONC. SECTION 1.0.0.1 TO READ CLEAR AND UNOCCUPIED
- ⑱ HATCHED AREA OF TOTAL 12 PARKING STALLS INDICATES THE VEHICLE INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS SEE SUBMITTALS DRAWING FOR RACEWAY BETWEEN SERVICE PANEL AND SUBPANEL
- ⑲ 20" X 40" AND 24" X 48" CONC. LANDING AT DOUBLE DOORS AND SINGLE DOORS RESPECTIVELY. WITH 1:12 MAXIMUM SLOPE
- ⑳ RAMP WITH 1:12 MAXIMUM SLOPE
- ㉑ PATH OF TRAVEL
- ㉒ FREE SPRINKLER RISER ONE AT EACH UNIT TOTAL OF 4
- ㉓ FREE STANDING YOUNG UNDER SEPARATE PERMIT
- ㉔ EXISTING 10'-0" SELLER EQUIPMENT
- ㉕ RELOCATED EXISTING 10'-0" SELLER EQUIPMENT REFER TO CIVIL DRAWINGS
- ㉖ DRIVEWAY REFER TO CIVIL DRAWINGS
- ㉗ NOT USED
- ㉘ OUTDOOR EMPLOYEE AREA SEE LANDSCAPE PLAN
- ㉙ MOTORIZED BUILDING OR BUNGALOW 6'-0" HIGH GATE
- ㉚ FRONT YARD SETBACK = 25'-0"
- ㉛ STREET SIDE YARD SETBACK = 45'-0"
- ㉜ SIDE YARD SETBACK = 5'-0"
- ㉝ 20' BUILDING 6' HIGH GATE

NOTE:
All new parking spaces shall be painted with double stripe pavement markings

PROJECT SUMMARY

I. OWNER / DEVELOPER:
1298 JERSEY BLVD., LLC
1801 SOUTH MOUNTAIN AVE.
MORROVAL, CA 91066

II. PROJECT ADDRESS:
1298 JERSEY BLVD.
RANCHO CUCAMONGA, CA 91710

III. CODE DATA:

ZONING:	R5H
TYPE OF CONSTRUCTION:	V-B
OCCUPANCY:	B, S1
STORY:	1

IV. SITE:

APNs:	0279-11-60-0-000
LOT AREA:	30,980 SQ. FT. (739 AC)
TOTAL LANDSCAPE AREA:	346'10" SQ. FT. (1.0%)

V. BUILDINGS AREA:

TOTAL WAREHOUSE AREA:	143,274 SQ. FT.
TOTAL MEZZANINE STORAGE AREA:	8,571 SQ. FT.
TOTAL OFFICE AREA:	8,571 SQ. FT.
ELECTRICAL ROOM AREA:	33 SQ. FT.
TOTAL BUILDING AREA:	95,580 SQ. FT.

VI. PARKING:

REQUIRED PARKING:	
WAREHOUSE INCLUDING MEZZANINE:	
FIRST 10,000 SQ. FT.	10,000 ÷ 1000 = 10 STALLS
SECOND 10,000 SQ. FT.	20,000 ÷ 1000 = 10 STALLS
OVER 40,000 SQ. FT.:	11,455 ÷ 14000 = 0.8 STALLS
OFFICES:	8,571 ÷ 1050 = 8 STALLS
TOTAL REQUIRED:	28 STALLS
TOTAL PROVIDED:	10 STALLS

11298 JERSEY BLVD., LLC
1801 SOUTH MOUNTAIN AVE.
MORROVAL, CA 91016

PROJECT: JERSEY INDUSTRIAL COMPLEX
11298 JERSEY BLVD.
RANCHO CUCAMONGA, CA 91710

PREPARED BY:
WILLIAM SIMPSON & ASSOCIATES, INC.
CONSULTING STRUCTURAL ENGINEERS
11000 BENTLEY BLVD.
SUITE 200
DUBLIN, CA 94568
WWW.WSINC.COM

DATE: 12/13/18

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A-1

Exhibit 3— Site Plan

From: [MATHEW, JACOB K@DOT](mailto:MATHEW.JACOB.K@DOT)
To: [Acuna, Vincent](#)
Subject: Jersey Milliken Industrial Complex
Date: Monday, July 12, 2021 7:18:39 AM

CAUTION: This email is from outside our Corporate network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

Thank you for providing the California Department of Transportation (Caltrans) the opportunity to review and comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Jersey Milliken Industrial Complex (Project), located at 11298 Jersey Boulevard, in the City of Rancho Cucamonga. The project proposes for the construction and operation of a new warehouse building with offices and related improvements, total building area of 159,580 square feet, on a 7.39-acre site (APN#: 229-111-60).

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when a proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act, it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Rancho Cucamonga, due to the project's potential impact to the State facilities, it is also subject to the policies and regulations that govern the SHS.

In the preceding DEIR, we recommend a Traffic Impact Analysis (TIA) be prepared to accurately evaluate the extent of potential impacts of the project to the operational characteristics of the existing State facilities by the project area. We recommend the TIA be submitted prior to the circulation of the DEIR to ensure timely review of the submitted materials to address any potential issues. We offer the following comments:

1. **Submit copies of all traffic related documents for review.** The data used in the TIA should not be more than 2 years old, and shall be based on the Southern California Association of Governments 2016 Regional Transportation Plan Model. Use the Highway Capacity Manual 6 methodology for all traffic analyses.
2. Design the local streets to serve vehicular and pedestrian circulation equally, and for safe pedestrian friendly environment. Consider both Americans with Disability Act and California Highway Design Manual standards and requirements to provide transportation routes for all users and modes, including pedestrian and bicyclists. Provide a continuous multi-modal circulation system throughout the City, specifically for pedestrians, allowing current/future residents, employees, and guests to access the attraction places.
3. Relegate the parking spaces to the back of the buildings and locate

preferential parking for vanpools and carpools, along with, secure, visible, and convenient bicycle parking/racks accessible to retail and office locations. Consider installing electric vehicle charging stations, and locate parking space for low-emitting, fuel-efficient, alternative-fueled vehicle visitor parking in commercial and office uses.

These recommendations are preliminary and summarize our review of materials provided for our evaluation. If you have any questions regarding this email, please contact me.

Thanks,
Jacob Mathew
D-8, Planning



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:

August 3, 2021

vincent.acuna@cityofrc.us

Vincent Acuna, Associate Planner
City of Rancho Cucamonga, Planning Department
10500 Civic Center Drive
Rancho Cucamonga, California 91730

Notice of Preparation of a Draft Environmental Impact Report for the Jersey Milliken Industrial Complex Project

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website¹ as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod² land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds³ and localized significance thresholds (LSTs)⁴ to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road

¹ South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

² CalEEMod is available free of charge at: www.caleemod.com.

³ South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

⁴ South Coast AQMD's guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment⁵.

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*⁶ is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory⁷.

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES IV), completed in May 2015, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions⁸. According to the MATES IV Carcinogenic Risk interactive Map, the area surrounding the Proposed Project has an estimated cancer risk over 1,300 in one million⁹. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook¹, South Coast AQMD's Mitigation Monitoring and

⁵ South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

⁶ CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>.

⁷ CARB's technical advisory can be found at: <https://www.arb.ca.gov/ch/landuse.htm>.

⁸ South Coast AQMD. May 2015. *Multiple Air Toxics Exposure Study in the South Coast Air Basin*. Available at: <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf>.

⁹ South Coast AQMD. MATES IV Estimated Risk. Accessed at: <https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f>.

Reporting Plan for the 2016 Air Quality Management Plan¹⁰, and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy¹¹.

Mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft EIR may include the following:

- Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule¹² and the Heavy-Duty Low NOx Omnibus Regulation¹³, ZE and NZE trucks will become increasingly more available to use. The Lead Agency should require a phase-in schedule to incentive the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency. At a minimum, require the use of 2010 model year¹⁴ that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Include environmental analyses to evaluate and identify sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. Include the requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.
- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
- Provide electric vehicle (EV) charging stations or at a minimum, provide the electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

¹⁰ South Coast AQMD's 2016 Air Quality Management Plan can be found at: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf> (starting on page 86).

¹¹ Southern California Association of Governments' 2020-2045 RTP/SCS can be found at:

https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

¹² CARB. June 25, 2020. *Advanced Clean Trucks Rule*. Accessed at: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

¹³ CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/hp-hr starting with engine model year 2024. Accessed at: <https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox>.

¹⁴ CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

Mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft EIR may include the following:

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Design considerations for the Proposed Project that the Lead Agency should consider to further reduce air quality and health risk impacts include the following:

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of nitrogen oxides (NO_x) and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt in to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the development of a 159,580-square-foot warehouse, the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse is occupied. Therefore, South Coast AQMD staff recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet their compliance obligation¹⁵. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For

¹⁵ South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf>.

implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage¹⁶.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

SBC210706-03

Control Number

¹⁶ South Coast AQMD WAIRE Program. Accessed at: <http://www.aqmd.gov/waire>.

John Bosler
Secretary/General Manager/CEO

August 2, 2021

City of Rancho Cucamonga
Attn: Vincent Acuna
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

RE: Written Comments on the IS/MND – Jersey Industrial Complex Project

Dear Mr. Acuna,

Thank you for providing Cucamonga Valley Water District (District) the opportunity to respond to the Initial Study / Mitigated Negative Declaration (IS/MND) for the Jersey Milliken Industrial Complex. The following comments seek to clarify a few items stated in the document and provide additional data.

1. Page 43, Section 9 Comment b). The comment refers to Coachella Valley Water District. The reference should be to Cucamonga Valley Water District, since we are the local water purveyor.
2. The District's 2020 Urban Water Management Plan (UWMP) was recently published and should be referenced in the document.
3. The District currently owns and operates an existing sewer main that runs through the property. Any potential impacts to the sewer main need to be coordinated and approved by our Engineering Department. The owner may be responsible for relocating the sewer main to ensure this project does not negatively impact the District's ability to provide sewer service.
4. The District has not formally confirmed our facilities in this area have capacity to meet project demands. The developer should coordinate with our Engineering Department to confirm capacity in pipelines adjacent to the project.
5. The District's Engineering Department should be included in the final design coordination. Our staff will need adequate time to perform our standard plan check. Designs of facilities connecting to our systems, or construction which have potential to impact our existing facilities, must be formally submitted prior to construction. Our Development Guidelines are available on our website at www.cvwdwater.com/Development.

The District staff thank you for this opportunity to respond to the IS/MND. If you have any questions or should need us to further elaborate on our responses, please contact me at (909) 987-2591 or e-mail at GidtiL@cvwdwater.com.

CUCAMONGA VALLEY WATER DISTRICT

Sincerely,



Gidti Ludesirishoti, PE
Cucamonga Valley Water District