Recirculated
Initial Study/Mitigated Negative Declaration

Alta Cuvee Mixed Use Project

Lead Agency:

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

Prepared for:

CRP/WP Alta Cuvee Venture, LLC
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February 2022

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ACRONYMS AND ABBREVIATIONS

APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CJUHSD	Chaffey Joint Union High School District
CNDDB	California Natural Diversity Database
CH_4	methane
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	Carbon Dioxide Equivalent
CVWD	Cucamonga Valley Water District
dB	decibel
du/ac	dwelling unit per acre
ESD	Etiwanda School District
FAR	floor area ratio
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	Greenhouse Gas Emissions
gpd	gallons per day
HRA	health risk assessment
IEUA	Inland Empire Utilities Agency
IS	Initial Study
Kg	kilogram
kV	kilovolt
kWh	kilowatt-hour
L_{eq}	Equivalent Noise Level
lbs/day	pounds per day
LST	Localized Significance Threshold
MMBTU	million British Thermal Units
MBTA	Migratory Bird Treaty Act
MEIR	maximally exposed individual receptor
MG	million gallons
MND	Mitigated Negative Declaration
MS4	Municipal Separate Storm Sewer System
MT	metric tons
N_2O	nitrous oxide
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
PM	particulate matter

$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
PM_{10}	particulate matter 10 microns or less in diameter
proposed Project	Alta Cuvee Mixed Use Project
RCFPD	Rancho Cucamonga Fire Protection District
RCMC	Rancho Cucamonga Municipal Code
RHNA	Regional Housing Needs Assessment
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SBTAM	San Bernardino Transportation Analysis Model
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SEA	Significant Ecological Area
SoCalGas	Southern California Gas Company
SOx	sulfur oxide
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminants
TNM	Traffic Noise Model
TPA	Transit Priority Area
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
Visual Improvement Plan	Foothill Boulevard/Route 66 Visual Improvement Plan
VMT	vehicle miles traveled
VOC	volatile organic compounds
WQMP	Water Quality Management Plan

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1 PROJECT DESCRIPTION

1.1 Introduction

Pursuant to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code §21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed Alta Cuvee Mixed Use Project (proposed Project) at 12901-12939 Foothill Boulevard in the City of Rancho Cucamonga, California.

CEQA applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed Project constitutes a project as defined by CEQA (California Public Resources Code Section 21000 et seq.). CEQA Guidelines Section 15367 states that a "Lead Agency" is "the public agency which has the principal responsibility for carrying out or approving a project." The City of Rancho Cucamonga is the lead agency responsible for compliance with CEQA for the proposed Project.

The proposed Project would develop a 260-unit apartment community in the City of Rancho Cucamonga. This IS/MND evaluates the potential environmental impacts that may result from the development of the proposed Project consistent with CEQA Guidelines Section 15070. On September 1, 2021 the City issued a Notice of Intent to adopt an earlier draft of this IS/MND, which was circulated for public comment for the period commencing on September 1, 2021 to October 1, 2021. The City received four comment letters from the Inland Empire Biking Alliance; California Department of Fish & Wildlife (CDFW); Mitchell Tsai, on behalf of the Southwest Regional Council of Carpenters; and Lozeau Drury, on behalf of Supporters Alliance for Environmental Responsibility (SAFER); and prepared responses to these comments, copies of which are included as Appendices M and N to the IS/MND.

The City is recirculating the IS/MND which reflects the changes that have arisen during or since the public review period and are detailed at Appendix O. They include the following:

- Clarification of various applicable regulatory standards including Plan RC, the City's General Plan update, and the Environmental Impact Report for the General Plan Update and Climate Action Plan, approved and certified on December 15, 2021;
- modifications to the Project design including additional parking that meets the City's parking standards and deletion of a minor exception to these standards;
- clarification of various mitigation measures to be implemented in connection with the Project, including augmented biological resource mitigation measures modified at the request of CDFW to confirm that no significant biological impacts would result (as originally determined);
- clarifications to the project description and refinement of air quality modeling inputs to more appropriately represent the proposed Project design and a supplemental construction health risk assessment conducted to respond to comments and documents received during the public comment period;
- additional analysis to demonstrate that no Air Quality or greenhouse gas impacts will result from the Project, as originally determined;
- and minor grammatical, editorial, technical, and other revisions.

1.2 Project Location and Setting

The proposed Project would be located at 12901-12939 Foothill Boulevard at the southeast corner of Foothill Boulevard and Etiwanda Avenue in the City of Rancho Cucamonga. The Project site is bound by Foothill Boulevard, a vacant lot, and condominiums to the north; Etiwanda Avenue and a shopping center to the west; and residential single-family homes to the south and east. The site (approximately 6.3 acres gross and 5.2 acres net) comprises of two parcels (Assessor's Parcel Numbers [APN] 0229-311-14 and 0229-311-15) which are currently vacant and undeveloped. Figures 1 and 2 show the Regional Location and the Project Location, respectively. Figure 3 shows a map locating existing views (Figures 3a through 3l) from the Project site.

1.3 General Plan Designation and Zoning

The City of Rancho Cucamonga General Plan (General Plan) designates the Project site as City Corridor High.[1] In January 2016, the Rancho Cucamonga City Council approved a General Plan Amendment which changed the land use designations for multiple parcels located along Foothill Boulevard to Mixed Use. The Project site was identified as one of the parcels and the land use designation changed from General Commercial to Mixed Use.[2] In December 2021, the City Council adopted PlanRC, an update to the General Plan. Adoption of this update included changes to land use designations. The Project site was changed from Mixed Use to City Corridor High.

The zoning for APNs 0229-311-14 and 0229-311-15 is Urban Corridor.[3] The Project site is located within Subarea 4 of the Foothill Boulevard Overlay Zoning District and is designated Urban Corridor.[4]

Table 1-1 shows the current land uses, general plan designations, and zoning of the Project site and surrounding sites. Figure 4 shows the surrounding General Plan designations of the Project site.

Table 1-1. Current Land Uses, General Plan Designations, and Zoning

	Land Use	General Plan	Zoning
Project Site	Vacant	City Corridor High	Urban Corridor
South	Single-Family Residences	Low Residential	Low Residential
East	Single-Family Residences	Low Residential	Low Residential
West	Shopping Center (Foothill Marketplace)	General Commercial	Regional Related Commercial; Light Industrial
North	Vacant Condominiums	City Corridor High Medium Residential	Urban Corridor Medium Residential

Sources: City of Rancho Cucamonga. 2021. PlanRC General Plan Update, Volume 2: Built Environment.

[1] City of Rancho Cucamonga. 2021. PlanRC General Plan Update, Volume 2: Built Environment, website: https://www.cityofrc.us/sites/default/files/2022-01/PlanRC_Volume%201_Final_pages.pdf, accessed February 7, 2022.

[2] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan. Adopted May 19, 2010, updated September 2019.

[3] City of Rancho Cucamonga. 2021. PlanRC General Plan Update, Volume 2: Built Environment, website: https://www.cityofrc.us/sites/default/files/2022-01/PlanRC_Volume%201_Final_pages.pdf, accessed February 7, 2022.

[4] City of Rancho Cucamonga. 2021. PlanRC General Plan Update, Volume 2: Built Environment, website: https://www.cityofrc.us/sites/default/files/2022-01/PlanRC_Volume%201_Final_pages.pdf, accessed February 7, 2022.

1.4 Project Objectives

The proposed Project would develop a 260-unit apartment community in the City of Rancho Cucamonga. The objectives of the proposed Project include:

- Develop the currently vacant Project site into a residential development consistent with the Mixed Use District and the goals of the PlanRC General Plan update, which expanded housing production to accommodate the increased housing allocations from the Regional Housing Needs Assessment and streamline the development review process.
- Improve pedestrian safety and access in the Project area through the provision of sidewalks, undergrounded power lines, and landscaping.
- Enhance connectivity to the surrounding areas by activating the vacant Project site with residential uses.

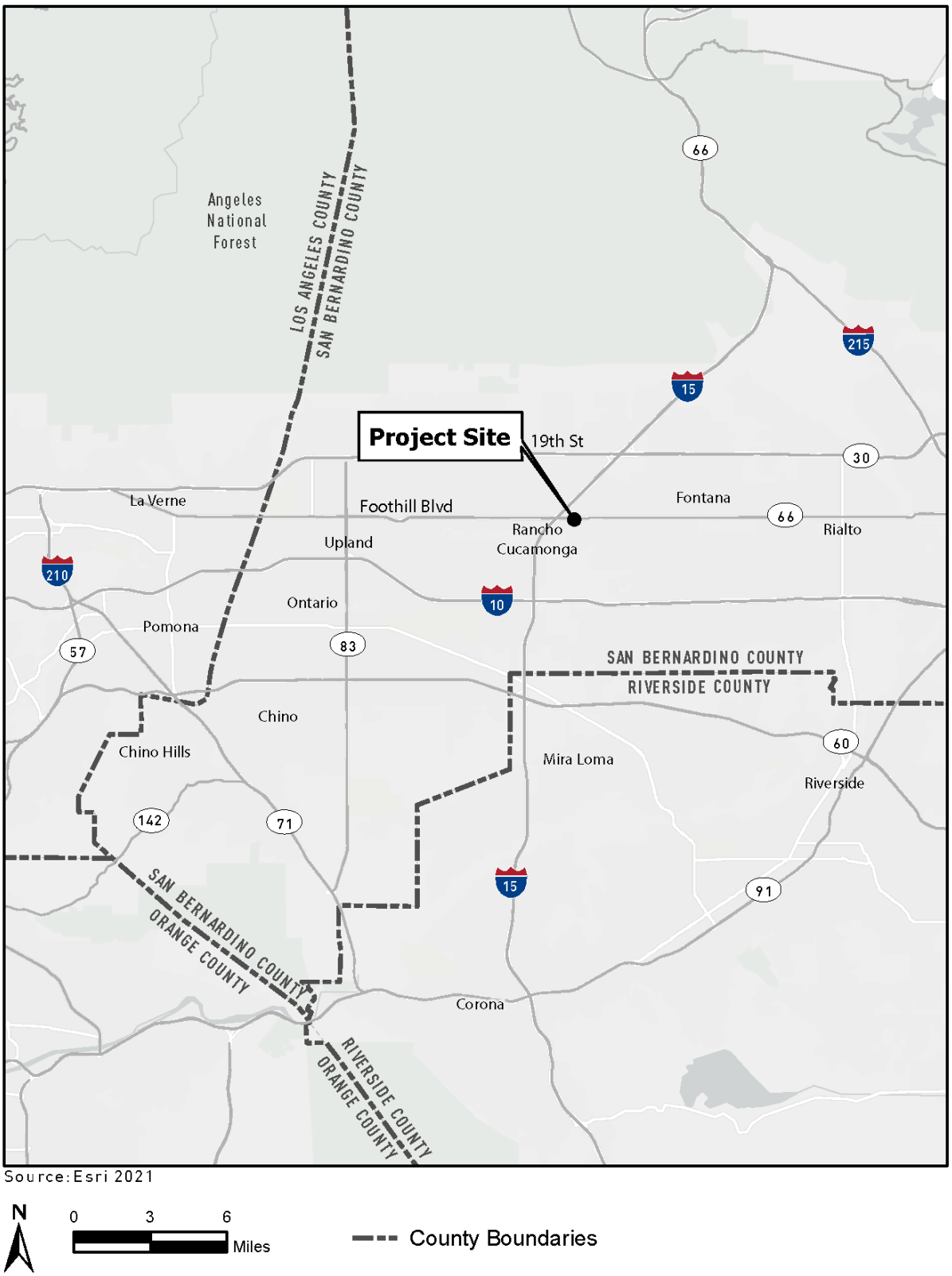
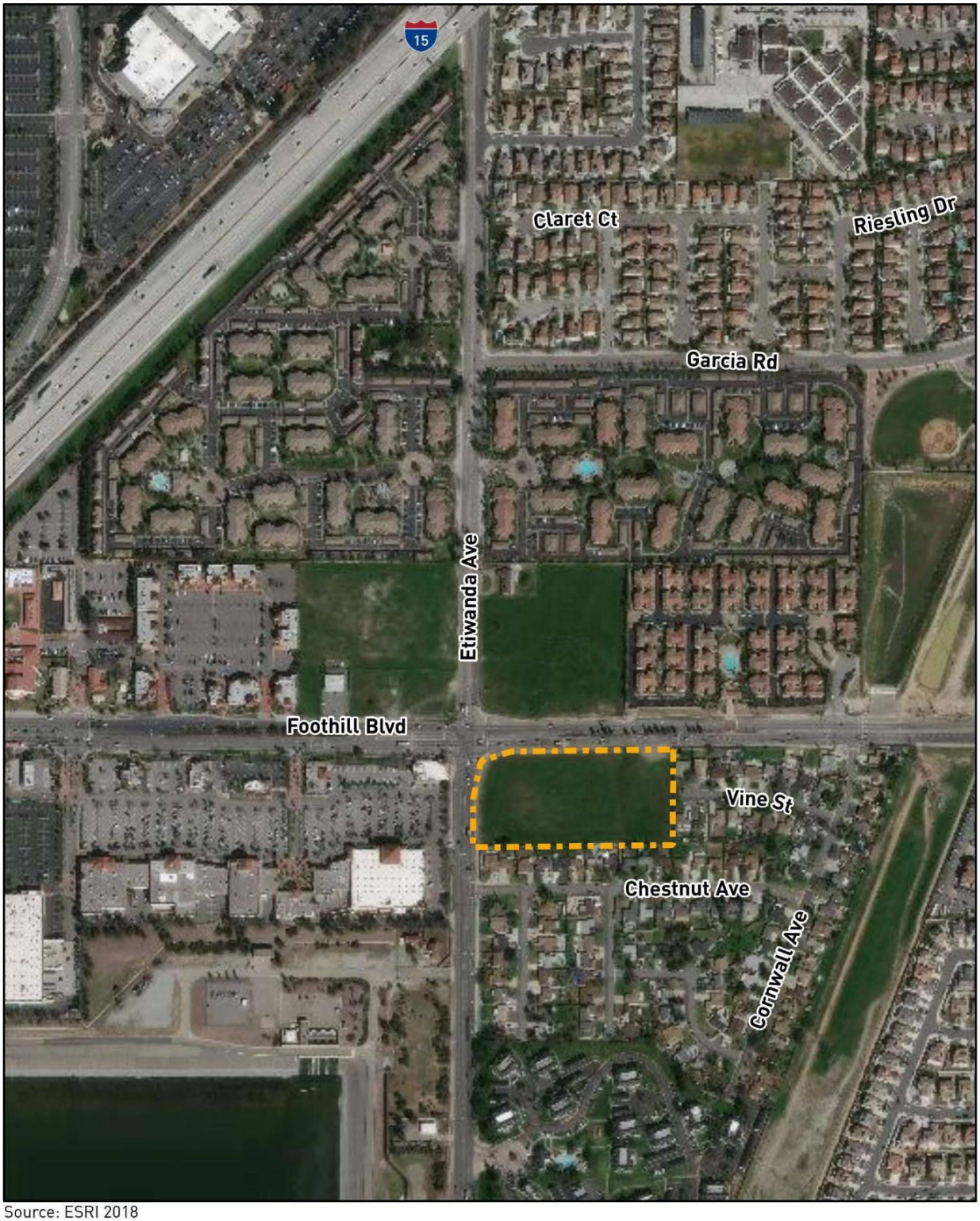


Figure 1 Regional Location



Source: ESRI 2018

N

0 400 800

Feet

Project Site

Figure 2 Project Location

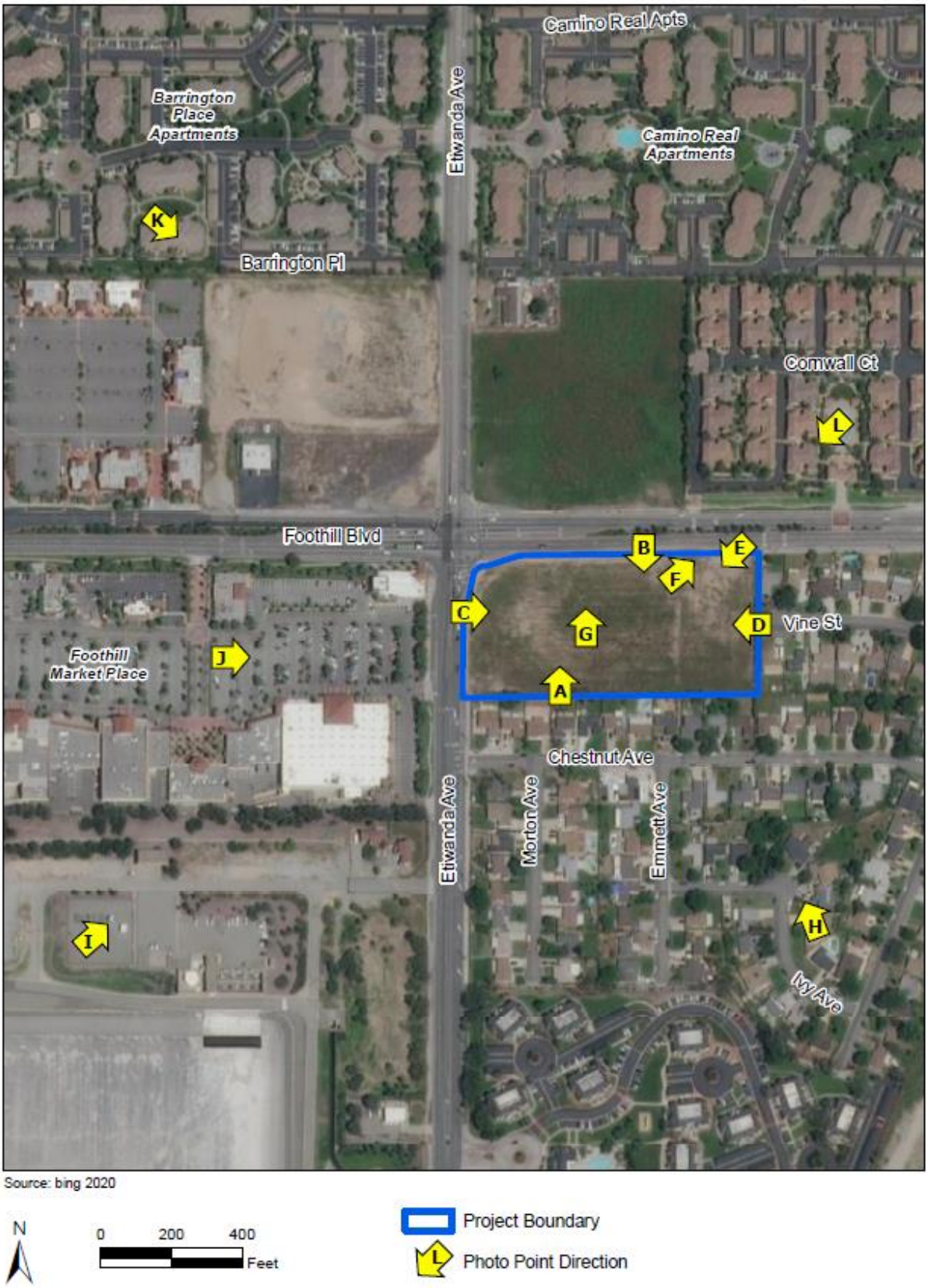


Figure 3 Photo Locations of Existing Views from the Project Site

Figure 3a View into Project Site Facing North

Figure 3b View into Project Site Facing South

Figure 3c View into Project Site Facing East

Figure 3d View into Project Site Facing West

Figure 3e View into Project Site Facing Southwest

Figure 3f View from Project Site towards North-Northeast

Figure 3g View from Project Site towards the North

Figure 3h Aerial View towards Project Site Facing Northwest

Figure 3i Aerial View towards Project Site Facing Northeast

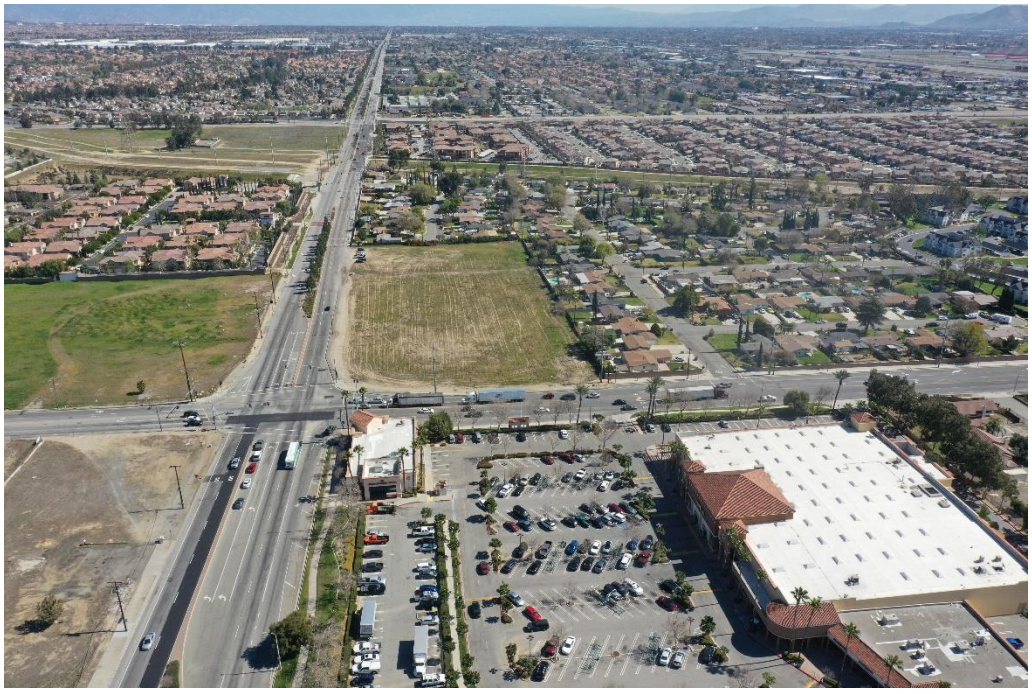


Figure 3j Aerial View towards Project Site Facing East

Figure 3k Aerial View towards Project Site Facing Southeast

Figure 3l Aerial View towards Project Site Facing Southwest

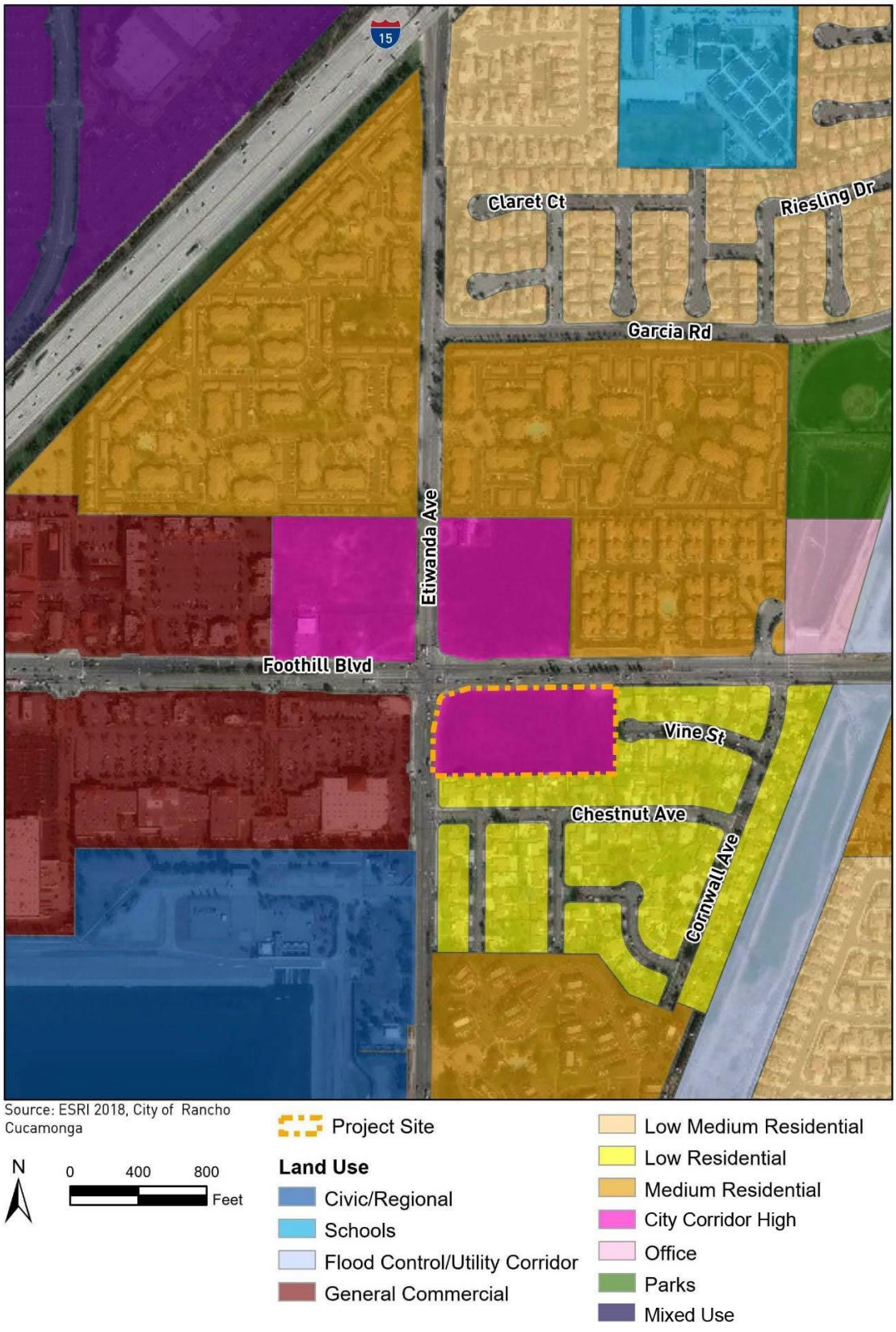


Figure 4 Surrounding General Plan Land Uses

1.5 Project Overview

The proposed Project would construct a 260-unit apartment complex on 5.2 acres and would include the following elements:

- Two four-story buildings, with a maximum height of 60 feet
- 259 apartment units, ranging from 715 square feet to 1,367 square feet
- 1 live-work unit, consisting of two stories and 1,570 square feet
- 3,339 square feet of commercial space (816 square feet in 1 live-work unit and 2,523 square feet of stand-alone commercial space)
- 528 parking spaces, with 328 parking spaces located in a below-grade parking garage and the remaining 200 parking spaces located on a surface parking lot on the southern and eastern portions of the Project site
- Approximately 26 bicycle parking spaces
- Approximately 5,500 square feet of indoor amenity space
- Two courtyards and a paseo, offering a pool and additional outdoor amenities
- Landscaping surrounding both buildings
- Sidewalks along Etiwanda Avenue and Foothill Boulevard
- Intersection improvements at Etiwanda Avenue and Foothill Boulevard including lane modifications and restriping
- Creation of a bus stop in front of the Project on Foothill Boulevard
- Undergrounding of existing Southern California Edison (SCE) overhead 12 kilovolt (kV) power lines along Etiwanda Avenue

1.5.1 Building and Site Design

1.5.1.1 Building Design

The Project is divided into 2 buildings separated by a wide, landscaped, and hardscaped paseo that opens up to a central plaza fronting Foothill Boulevard. The Project proposes three floor plan options with either 1, 2, or 3 bedrooms for the 259 units, ranging in size from 715 square feet to 1,367 square feet. The Project would also include one live-work unit in the east building fronting Foothill Boulevard, adjacent to the commercial space in the northwest corner of the building. The live-work unit would be two stories with 1,570 square feet. Many units face the street, with the Live/Work unit having direct access from the paseo and central plaza fronting Foothill Boulevard, creating a pedestrian friendly environment. The total building density of the Project site would be 50 dwelling units per acre (du/ac), which would be consistent with the maximum permitted density of 60 du/ac allowed in the Mixed Use District.

The 5,500 square foot indoor amenity space would include a 1,600 square foot lobby/leasing office, a 1,400 square foot fitness center, and a 1,400 square foot Club Room in the west building, and a 1,500 square foot Business Center in the east building. The center of the west building would have a landscaped courtyard with a pool and spa (comprising approximately 3,572 square feet), and the center of the east building would have a landscaped courtyard with an outdoor fireplace and cook center, open play lawn, and children's tot lot. Outdoor amenities would also include a landscaped paseo, walking loop, and a dog run. Figures 5 through 7 show the conceptual site plans for each aboveground level. Both building elevations would be approximately 46 feet high from the ground level with accent towers and stairs extending up to 60 feet at key locations and would be within the maximum allowable building height of 7 stories in the Mixed Use District. Figure 8 shows the site elevations for the building and each level. The building style would be consistent with the neighboring community using flat and pitched roof elements that exist in the surrounding buildings, articulation to avoid a monolithic appearance, and

accents to the design elements to provide variation in appearance. Figure 9 shows a rendering of the proposed Project.

Additionally, the existing aboveground 12kV power lines that run along Etiwanda Avenue would be relocated underground; the existing 66kV aerial power lines and affiliated poles along Etiwanda Avenue and a guy wire pole along Foothill Boulevard would be protected in place and relocated with the proposed street widening. A continuous 10-foot sidewalk along Foothill Boulevard and Etiwanda Avenue would be reconstructed to improve pedestrian access and safety around the site, while also providing more connectivity to the shopping center located to the west of Etiwanda Avenue. A 100-foot side yard setback from the eastern- and southern-adjacent properties would occur along Foothill Boulevard and Etiwanda Avenue. The buildings would have a minimum street setback of 30 feet along Foothill Boulevard and 26 feet along Etiwanda Avenue.

1.5.1.2 Vehicular and Pedestrian Access

Vehicular access to the Project site would be provided off Etiwanda Avenue and along eastbound Foothill Boulevard. Both locations would provide access to the surface parking area and to the south-facing entrance/exit of the subterranean garage. The proposed Project would also construct an 11-foot wide and 62-foot long bus bay on eastbound Foothill Boulevard to accommodate the Omnitrans Transit Agency's bus transit Route 66 and other potential future bus service.

The proposed Project would include intersection frontage improvements for northbound Etiwanda Avenue and eastbound Foothill Boulevard. The northbound approach to the intersection on Etiwanda Avenue would be modified from one left-turn lane, one through lane and one right-turn pocket to two left-turn lanes, two through lanes, and one right-turn pocket. The eastbound approach to the intersection on Foothill Boulevard would be restriped to add an additional through lane from two left-turn lanes, two through lanes, and one right-turn lane to two left-turn lanes, three through lanes, and one right-turn lane. The proposed Project would also be responsible for a fair share contribution of two percent toward funding the other intersection improvements required at the southbound approach on Etiwanda Avenue and the westbound approach on Foothill Boulevard based on the City's Transportation Impact Assessment Guidelines.

Pedestrian access to the Project site would be provided by a continuous 10-foot wide sidewalk along Etiwanda Avenue and Foothill Boulevard. At the intersection of the two, where the proposed bus bay would be located, a hardscape mini-plaza at street level would connect to a walkway to the main plaza mid-block, when moving eastward along Foothill Boulevard. The proposed Live/Work units would access this mid-block main plaza while the residential units fronting Foothill Boulevard would include large outdoor patios at a lower grade than the walkway, activating the street frontage and engaging the public realm while securing the units with varied grading. The mid-block main plaza would also connect to a central hardscape paseo that bisects the two buildings and leads to the surface parking lots and would feature a covered walkway connecting the two buildings. Residents utilizing the underground parking garage would have stairway and elevator access to both buildings.

1.5.1.3 Parking

The proposed Project would provide 528 total parking spaces: 200 surface parking spaces and 328 garage parking spaces, including guest parking spaces. The surface parking spaces would include 173 standard spaces and 27 tandem spaces, as depicted in Figure 5. The subterranean garage would include 228 standard spaces and 100 tandem spaces and would be approximately 11 feet below ground level. Figure 10 shows the subterranean garage site plan. All parking spaces other than guest parking would be assigned to each specific unit; residents would be permitted to register a guest to park for up to three days, whereas

unregistered guests would be limited to a 24-hour stay. Property management and security on-site, 24-hours would monitor and enforce such parking restrictions to prevent parking spillover into the surrounding neighborhood.

1.5.1.4 Sustainable Design Features

The proposed Project would implement sustainable design features to enhance building energy efficiency and conserve energy including, but not limited to the following:

- The proposed Project would be designed to exceed the 2019 Title 24 energy efficient standards by approximately 7.2 percent in one building and by approximately 2.5 percent in the other, approximately 10 percent more efficient than 2016 Title 24 standards.
- Enhanced wall and window insulation to improve energy efficiency and reduce Project contributions to regional GHG emissions.
- Water and energy efficient mechanical equipment and electric appliances (i.e., heating, ventilation, and air conditioning [HVAC], water heaters, kitchen appliances and plumbing) that require less usage intensity for operation and comply with Title 24 of the California Government Code, and lighting in accordance with all state and federal regulations, including the California Green Building Standards and the 2019 Title 6 California Energy Code.
- Water efficient landscaping and irrigation systems in compliance with California State law regarding water conservation measures, including Title 24 of the California Government Code.
- Installation of 15 electric vehicle charging stations in the subterranean parking garage.

1.5.2 Project Construction

Construction of the proposed Project is anticipated to begin in March 2022 and take approximately 24 months to complete, concluding in early 2024. Construction activities would occur Monday through Saturday from 7:00 a.m. to 7:00 p.m.

The construction period would include demolition, excavation, grading, trenching, installation of utilities, building construction, architectural coating, paving activities, and installation of landscaping and hardscape elements. The Project site would be excavated to a depth of approximately 16 feet. Approximately 62,700 cubic yards of material would be excavated as part of the proposed Project, of which approximately 50,080 cubic yards would be hauled away from the Project site. Approximately 12,620 cubic yards of material would remain on the Project site to be used as backfill. The General Plan states that future development and redevelopment within the City shall comply with the City's Tree Preservation Ordinance in order to preserve mature trees in the City; however, the Project site does not contain any such Heritage trees (eucalyptus, palm, oak, sycamore, and pine), and thus no trees protected under the RCMC's Tree Removal Permit Ordinance would be removed as part of the proposed Project.

Construction equipment expected to be used includes compactors, excavator, forklifts, grader, backhoe, compactor, concrete saw, generators, air compressors, paver and paving equipment, rollers, scraper, and signal boards. Construction equipment and materials staging would occur on the Project site. During construction, the Project site would be accessed from the existing driveway located on Foothill Boulevard. It is anticipated that haul trucks would travel on Interstate 15 (I-15), then east on Foothill Boulevard to access the Project site. An estimated daily average of 50 construction workers would be employed. The Project would comply with Centers for Disease Control and Prevention (CDC) guidelines, the Occupational Safety and Health Administration (OSHA) requirements, and contractor policies to maintain a healthy workplace environment for construction workers at the job site.

1.5.3 Project Best Management Practices

An appropriate combination of monitoring and resource impact avoidance would be employed during construction of the proposed Project, including implementation of the following Best Management Practices (BMPs) which would be standard conditions of Project approval:

- The proposed Project would implement Rule 401 visible emission control measures required by the South Coast Air Quality Management District (SCAQMD), which prohibits the discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour of such opacity as to obscure an observer's view.

- The proposed Project would implement Rule 402 nuisance control measures required by the SCAQMD, which prohibits the discharge from any source whatsoever, such quantities of air contaminants or other materials that 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 that cause or have a natural tendency to cause injury or damage to business or property.

- The proposed Project would implement Rule 403 fugitive dust control measures required by the SCAQMD which requires reasonable precautions to be taken to prevent visible particulate matter from being airborne, under normal wind conditions, beyond the property from which the emission originates. Reasonable precautions include, but are not limited to, the following:

    - Application of water on dirt roads, material stockpiles, and other surfaces that can give rise to airborne dusts; and
    - Maintenance of roadways in a clean condition.

- The proposed Project would require the employment of contractor(s) capable of providing an equipment fleet comprising all off-road diesel-powered construction equipment with engines greater than 25 horsepower that meet or exceed the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (USEPA) Tier 4 off-road emissions standards. The use of Tier 4 engines is a standard practice for development projects and will be required by the City pursuant to the proposed Project's conditions of approval and in accordance with the General Plan Update EIR (adopted on December 15, 2021).

- The proposed Project would comply with BMPs set forth in the CARB Airborne Toxics Control measure including restricting heavy-duty diesel vehicle idling time to five minutes.

- The proposed Project would develop and implement an Erosion Control and Grading Plan, Storm Water Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) for construction activities. BMPs associated with these plans may include, but would not be limited to, the following:

    - Minimizing the extent of disturbed areas and duration of exposure;
    - Stabilizing and protecting disturbed areas;
    - Keeping runoff velocities low;
    - Retaining sediment within the construction area;
    - Use of silt fences or straw wattles;
    - Temporary soil stabilization;
    - Temporary drainage inlet protection;

  - Temporary water diversion around the immediate work area; and
  - Minimizing debris from construction vehicles on roads providing construction access.

- The proposed Project would develop an emergency response plan and spill prevention plan so project personnel would have available adequate spill containment and cleanup resources on site at all times and be prepared to contain, control, clean up, and dispose of any potential fuel spill quickly and completely.

- The proposed Project would develop a Fire Protection Plan that includes measures consistent with the unique problems resulting from the location, topography, geology, flammable vegetation, and climate of the proposed development site. The Plan must also address water supply, access, building ignition fire resistance, fire protection systems and equipment, defensible space, and vegetation management. Maintenance requirements for incinerators, outdoor fireplaces, permanent barbeques and grills, and firebreak fuel modification areas are imposed on new developments. The proposed Project would have fire-suppression equipment available on-site for construction crews and staff to respond to the accidental ignition of a fire.

- The proposed Project would coordinate with emergency response agencies, including but not limited to the Rancho Cucamonga Fire Protection District (RCFPD) and the Rancho Cucamonga Police Department (i.e., San Bernardino County Sheriff's Department), regarding construction schedules and worksite traffic control plans to coordinate emergency response routing and maintain emergency access.

- The proposed Project would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the City's Construction and Demolition Waste Diversion Program including disposing construction materials (e.g., demolition debris and soil hauling) at the closest facility that accepts such materials.

1.6 Required Permits and Approvals

Numerous approvals and/or permits would be required to implement the proposed Project. The environmental documentation for the Project would be used to facilitate compliance with federal and state laws and the granting of permits by various state and local agencies having jurisdiction over one or more aspects of the Project. These approvals and permits may include, but may not be limited, to the following:

City of Rancho Cucamonga

- Design Review (including On-Site Lighting Plan to be approved by the Planning Director and Police Department), (RCMC section 17.20.040)
- Building Permit
- Adoption of this IS/MND in accordance with CEQA

State of California, Santa Ana Regional Water Quality Control Board

- National Pollutant Discharge Elimination System (NPDES) San Bernardino County Municipal Separate Storm Sewer System (MS4) Permit (Santa Ana Region)

Figure 5 Conceptual Site Plan – Ground Level

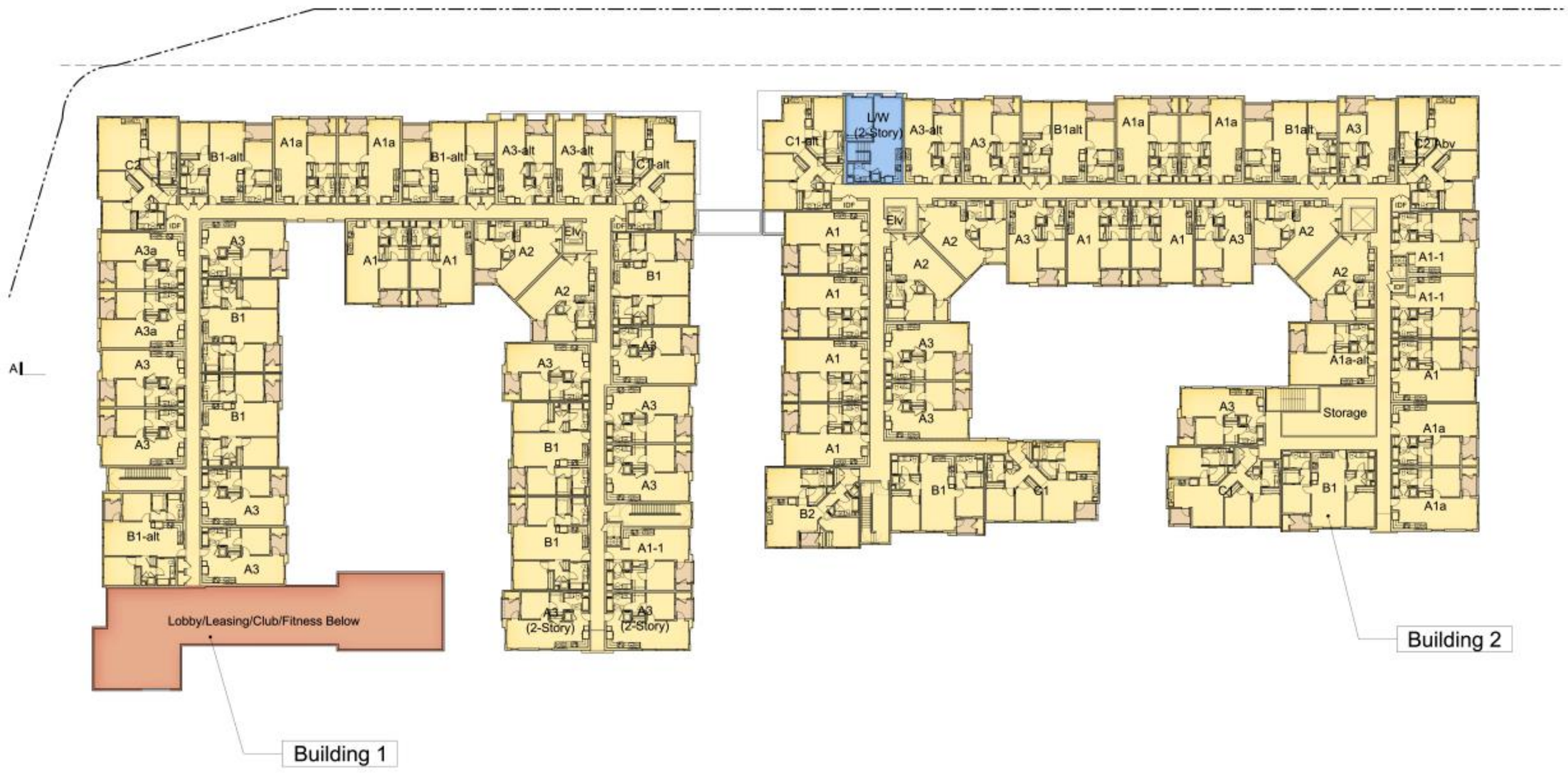


Figure 6 Conceptual Site Plan – 2nd Level

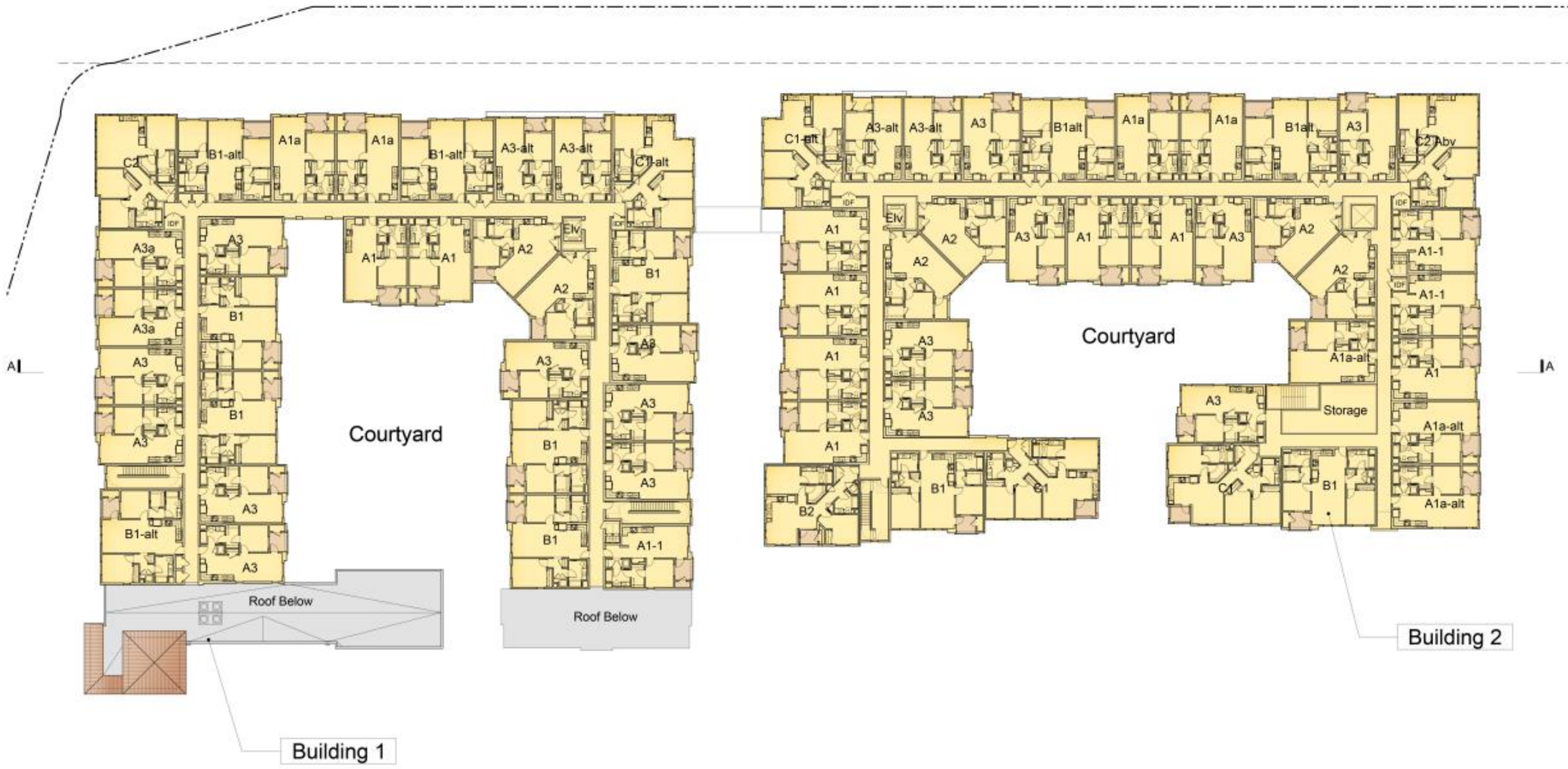
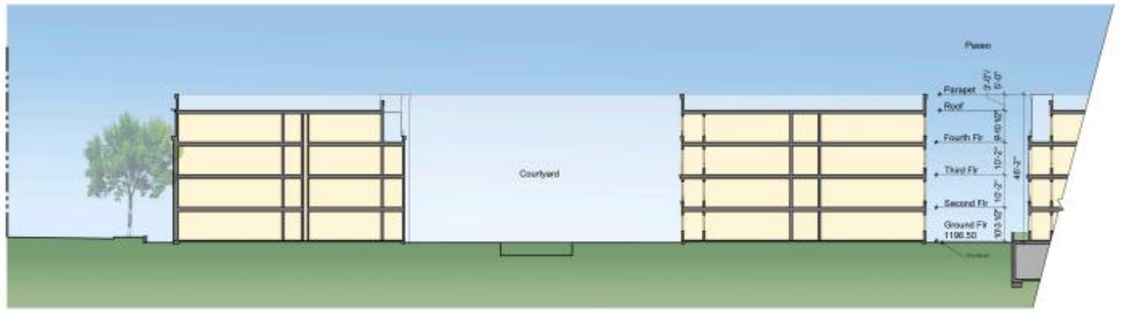
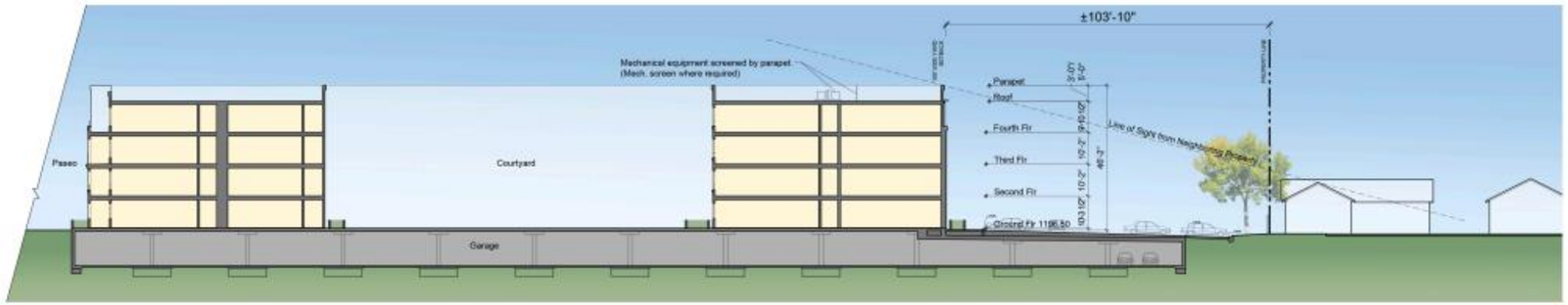


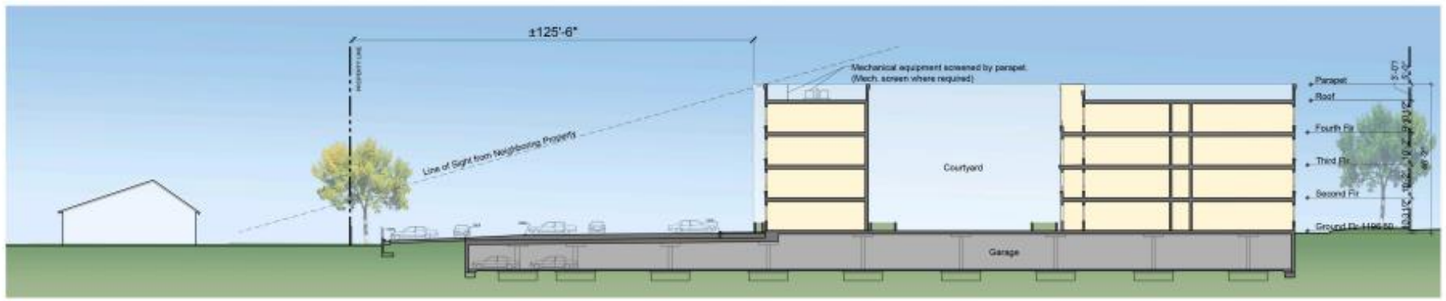
Figure 7 Conceptual Site Plan – 3rd and 4th Levels



Conceptual Section - A (Building 1)



Conceptual Section - A (Building 2)



Conceptual Section - B

Figure 8 Site Elevations

Figure 9 Rendering of the Proposed Project

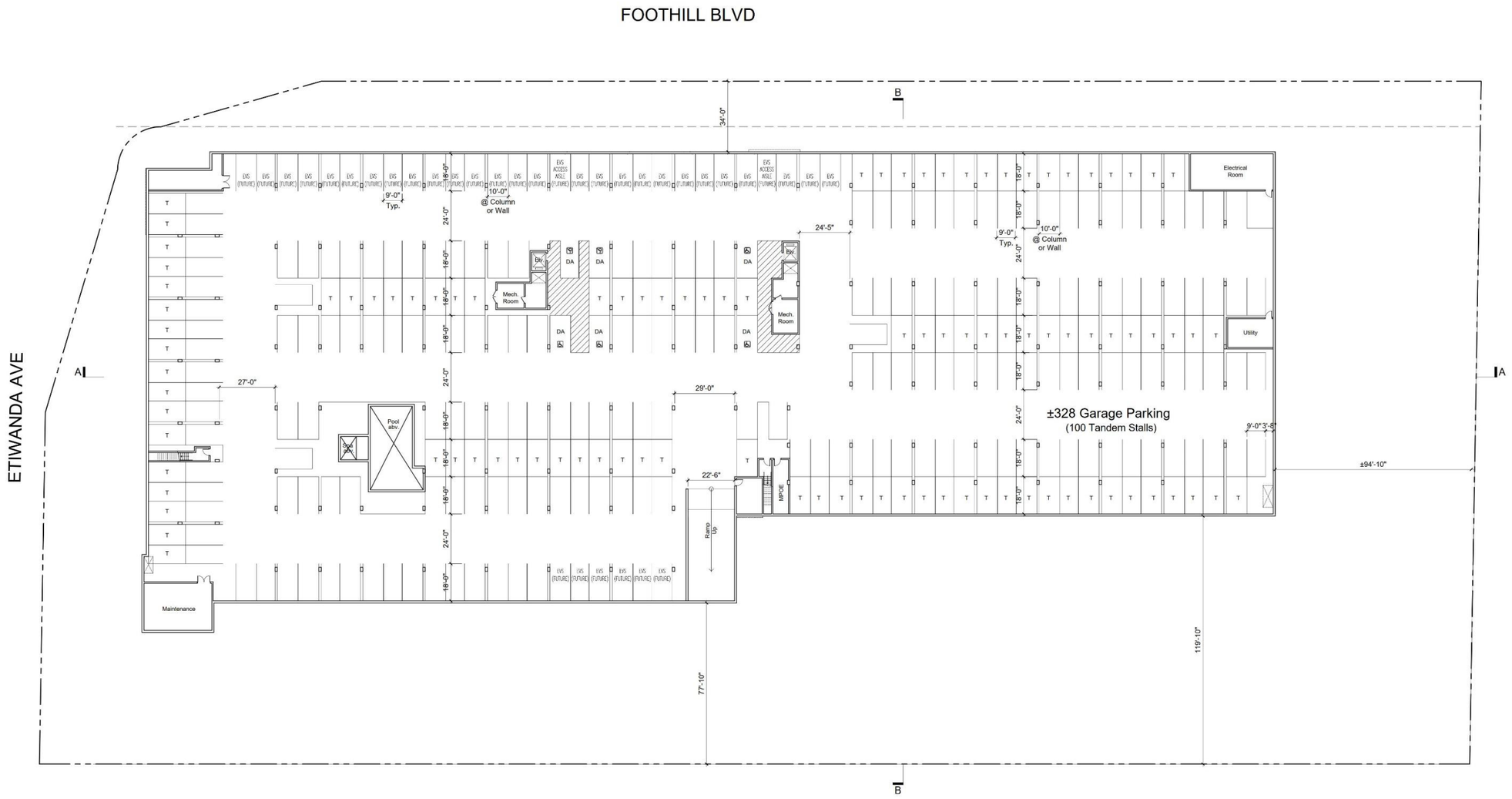


Figure 10 Conceptual Site Plan - Subterranean Parking

2 INITIAL STUDY CHECKLIST

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the CEQA Guidelines to determine if the proposed Project may have a significant effect on the environment.

CEQA INITIAL STUDY FORM

Project Title:
Alta Cuvee Mixed Use Project

Lead Agency Name and Address:
City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

Contact Person and Phone Number:
Vincent Acuna, Associate Planner
(909) 774-4323
vincent.acuna@cityofrc.us

Project Sponsor's Name and Address:
CRP/WP Alta Cuvee Venture, LLC
11849 W. Olympic Boulevard, Suite 204
Los Angeles, CA 90064
Joe Gambill, Director

Project Location:
The Project area is located at 12901-12939 Foothill Boulevard in the City of Rancho Cucamonga, California.

General Plan Designation:
The General Plan designation for the Project site is City Corridor High.

Zoning:
The zoning for APNs 0229-311-14 and 0229-311-15 is Urban Corridor. Under Subarea 4 of the Foothill Boulevard Overlay Zoning District, the Project site is zoned as Urban Corridor.

Description of Project:
The proposed Project would construct a 260-unit apartment complex in two four-story buildings on 5.2 acres. The 260-unit complex would also include 1 live-work unit, 3,339 square feet of commercial space, and a total of 528 parking spaces, with 328 parking spaces located in a below grade parking garage and the remaining 200 parking spaces located on a surface parking lot on the southern and eastern portions of the Project site. The proposed Project would also provide approximately 5,500 square feet of indoor amenity space, and outdoor amenity space within two courtyards and a paseo, including a pool and additional outdoor amenities, and other landscaping surrounding both buildings. Sidewalks and intersection improvements including lane modifications and restriping would occur at Etiwanda Avenue and Foothill Boulevard. A bus stop would be installed on Foothill Boulevard and overhead powerlines would be undergrounded along Eitwanda Avenue.

Surrounding Land Uses and Setting:

The Project site is bound by Foothill Boulevard, a vacant lot, and condominiums to the north; Etiwanda Avenue and a shopping center to the west; and residential single-family homes to the south and east.

Reviewing Agencies:

City of Rancho Cucamonga
State of California, Santa Ana Regional Water Quality Control Board

3 DETERMINATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the Environmental Impacts discussion in Section 3.

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

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an environmental impact report is required.

☐ I find that the proposed Project may have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

_____ _____

Signature Date

Vincent Acuna, Associate Planner
City of Rancho Cucamonga

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4 ENVIRONMENTAL IMPACT ASSESSMENT

This section addresses impacts of the proposed Project to various environmental resources using the Initial Study checklist questions contained in Appendix G of the CEQA Guidelines.

4.1 AESTHETICS

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

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The General Plan indicates that scenic resources include the San Gabriel mountains and foothills, long vistas of the City from hillside areas, and other views of special vegetation or permanent open space lands.[5] Project-level site planning, landscape design, placement of signs, and other human-made features must consider the impacts upon views from roadways and through a Project site to the foothills, valley vistas, or other scenic resources. The General Plan has established View Corridors along prominent north-south running streets, including Etiwanda Boulevard, to protect such aesthetic resources. The portion of Etiwanda Boulevard that bounds Project site on the west falls under the Etiwanda and Foothill Specific Plans.[6] However, the Project site itself is not within the boundaries of the Etiwanda Specific Plan and the Foothill Specific Plan has since been replaced

[5] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan. Adopted May 19, 2010, updated September 2019.

[6] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan. Adopted May 19, 2010, updated September 2019.

by the Foothill Boulevard/Route 66 Visual Improvement Plan (Visual Improvement Plan), which details streetscape design but does not specify guidelines for scenic views.[7,8]

The Project site is currently vacant and undeveloped, characterized by a primarily level surface containing grasses, weeds, other vegetation, and several trees. The General Plan states that future development and redevelopment within the City shall comply with the City's Tree Preservation Ordinance in order to preserve mature trees in the City, which are considered scenic and cultural assets.[9] The ordinance states that eucalyptus, palm, oak, sycamore, pine and other trees growing within the City are a natural aesthetic resource and are worthy of protection. Prior to removal of a Heritage Tree within the City limits, a Tree Removal Permit shall be obtained from the Planning Director and replacement trees may be required consistent with the City code. However, the Project site does not contain any such Heritage trees, and thus the Ordinance would not apply.[10]

The Project site, like much of Rancho Cucamonga, offers distant views of the San Gabriel Mountains. The Project site is surrounded by multi-story commercial and residential buildings as well as single-family homes. Any partial obstruction to views during construction would be temporary. Once in operation, the proposed Project would have a maximum height of 60 feet, well under the permitted 7 stories that is permitted in the Mixed Use District; this height is comparable to other structures in the vicinity of the Project area and would not obstruct views of the San Gabriel Mountains. Where applicable, the proposed Project would comply with the City's Water Efficient Landscaping Ordinance and Light and Glare regulations by submitting an On-Site Lighting Plan and Landscaping Plan as part of the required Design Review per RCMC section 17.20.040, further preventing any impact to views.[11] Therefore, the proposed Project would not have a substantial adverse effect on a scenic view, and a less than significant impact would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Project site is bound by Foothill Boulevard to the north and Etiwanda Avenue to the west. The California Department of Transportation's (Caltrans) Scenic Highways Program (as contained in the California Streets and Highways Code, Sections 260 to 263) recognizes the visual resources and natural scenic beauty of California highways and adjacent corridors. These highways are designated based on the natural landscape seen by travelers, the scenic quality of the landscape, and the extent to which development is kept away from the corridor to preclude intrusion on the traveler's enjoyment of the view. No designated scenic highways are present in or near the City of Rancho Cucamonga.[12] Future development and redevelopment within the City shall comply with the City's Beautification Master Plans for designated Special Boulevards, as well as design guidelines for these Special Boulevards in existing and future specific plans. While Etiwanda Boulevard is designated as a Special Boulevard with implementation under the Etiwanda and Foothill Specific Plans, the Project site is not within the boundaries of the Etiwanda Specific Plan and the Foothill Specific Plan has since

[7] City of Rancho Cucamonga. 2020. General Plan Viewer, available at: https://www.cityofrc.us/everything-we-do/general-plan-map, accessed September 15, 2020.
[8] City of Rancho Cucamonga. 2002. City of Rancho Cucamonga City Council Resolution No. 02-037, available at: https://rcdocs.cityofrc.us/WebLink/PDF/d7c1fb8b-35a3-42a3-adcb-0e65b9b47596/02-037%20-%20Resolutions.pdf, accessed on October 16, 2020.
[9] City of Rancho Cucamonga. 2010. Rancho Cucamonga General Plan Update Draft Program EIR.
[10] AECOM. 2020. Rancho Cuvee Mixed-Use Project Biological Resource Assessment.
[11] City of Rancho Cucamonga. 2010. Rancho Cucamonga General Plan Update Draft Program EIR.
[12] City of Rancho Cucamonga. 2010. Rancho Cucamonga General Plan Update Draft Program EIR.

been replaced by the Foothill Boulevard/Route 66 Visual Improvement Plan.[13,14,15] The Project site is located at the southeast corner of the Etiwanda Avenue Activity Center under the Visual Improvement Plan.[16] In order to help unify this intersection with the Visual Improvement Plan, the proposed Project, which would include the provision of sidewalks and landscaping, would comply with the desired elements detailed in the Visual Improvement Plan, including matching pavers, district identification, and tree wells. With the implementation of this streetscape design, the Project would not damage scenic resources and no impact would occur.

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

Less Than Significant Impact. The Project site, though currently vacant and undeveloped, is located in an urbanized area, surrounded by multi-story residential, single-family residential, and commercial uses. While it does offer distant views of the San Gabriel Mountains, as discussed in Section 4.1(a), the Project site is not located in a protected View Corridor and would not have a significant impact on public views of this scenic resource. As discussed in Section 4.11(a), the General Plan designation for the Project site is City Corridor High. The Project site is designated as Urban Corridor under Subarea 4 of the Foothill Boulevard Overlay Zoning District. The Mixed Use District standards and criteria shall be applied to facilitate and accommodate development at the density allowed on the site by the General Plan and proposed by the proposed Project.

The proposed Project would construct an apartment complex including live/work units, surface and subterranean parking, indoor and outdoor amenity space, new sidewalks along Etiwanda Avenue and Foothill Boulevard, and landscaping surrounding the Project site. The total building density of the proposed Project would be 50 dwelling units per acre (du/ac), which would be consistent with the maximum permitted density of 60 du/ac allowed in the Mixed Use District. The total building height would be 60 feet, which would be within the maximum allowable height of 7 stories in the Mixed Use District. Further, by relocating the aerial 12kV power lines along Etiwanda Avenue underground, the proposed Project would contribute to the City's goal of continuing to improve public views and scenic resources by undergrounding power lines.

The proposed Project would fulfill the following relevant policies consistent with the General Plan related to urban design, visual character, and scenic quality: [17]

- **Goal LU-9**: Foster a cohesive, healthy community through appropriate patterns and scales of development, including complementary transitions between districts, neighborhoods, and land uses.

[13] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan. Adopted May 19, 2010, updated September 2019.
[14] City of Rancho Cucamonga. 2020. General Plan Viewer, available at: https://www.cityofrc.us/everything-we-do/general-plan-map, accessed September 15, 2020.
[15] City of Rancho Cucamonga. 2002. City of Rancho Cucamonga City Council Resolution No. 02-037, available at: https://rcdocs.cityofrc.us/WebLink/PDF/d7c1fb8b-35a3-42a3-adcb-0e65b9b47596/02-037%20-%20Resolutions.pdf, accessed on October 16, 2020.
[16] City of Rancho Cucamonga. 2002. Foothill Boulevard/Route 66 Visual Improvement Plan: Exhibit N.
[17] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan. Adopted May 19, 2010, updated September 2019.

  - **Policy LU-9.2:** Integrate districts and neighborhoods into the overall City structure and image.
  - **Policy LU-9.3:** As the City revitalizes areas through redevelopment and infill development, provide a transition between the developed and natural (unbuilt) environment through landscaping techniques, open space linkages, preservation of landforms, sensitive site planning, architectural design, and public art.
  - **Policy LU-9.5**: Establish Mixed Use areas as higher intensity "urban centers" where there is sensitive integration of land uses, convenient modes of transportation, and a focused "sense of place" that emanates from the architectural and landscape design.
- **Goal LU-11**: Ensure that community aesthetics are maintained through appropriate regulations.
  - **Policy LU-11.2**: Continue to require the undergrounding of utility lines and facilities wherever feasible to minimize the unsightly appearance of overhead utility lines and utility enclosures.
- **Goal LU-13:** 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.

The proposed Project would develop currently vacant property that is consistent with the City Corridor High General Plan land use designation. It would enhance public views in the Project area through the provision of sidewalks, and landscaping. Therefore, impacts would be less than significant.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less Than Significant Impact. As the proposed Project would create a new development on a currently vacant property, new light sources from residential use and building security would be introduced into the area. Project construction would occur during daylight hours and, therefore, would not require nighttime lighting. As discussed in Section 1, Project Description, the proposed Project would include installation of lighting for both illumination and security purposes. All new lighting would be focused on the Project site to prevent spillover onto surrounding areas. Additionally, the installation of all new lighting would occur in accordance with the City's lighting standards. Pursuant to the General Plan, a detailed on-site lighting plan, including a photometric diagram, would be provided to be reviewed and approved by the Planning Director and Police Department prior to the issuance of building permits. The plan would indicate style, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties. Adherence to existing regulations would ensure that impacts related to light and glare would be less than significant.[18]

4.2 AGRICULTURE AND FORESTRY RESOURCES

[18] City of Rancho Cucamonga. 2010. Rancho Cucamonga General Plan Update Draft Program EIR.

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				**X**
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d. Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the "Important Farmland in California" map prepared by the California Resources Agency pursuant to the Farmland Mapping and Monitoring Program[19]. The Project site is designated as Urban and Built-Up Land and is currently a vacant lot not used for agricultural purposes. The closest area designated as Farmland occurs approximately 1.5 miles southeast from the Project

[19] State of California. 2016. Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, *Important Farmland in California, 2016* map, available at: https://maps.conservation.ca.gov/DLRP/CIFF/, accessed September 14, 2020

site; it is designated as Unique Farmland and has been developed as Cucamonga Elementary. The proposed Project would not convert farmland to a non-agricultural use, and no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson act contract?

No Impact. As previously discussed in Section 1.3, the Project site is designated for City Corridor High under the General Plan and Urban Corridor under the Foothill Boulevard Overlay Zoning District; the Project site is not zoned for agricultural use, nor are adjacent or surrounding properties. Within the City of Rancho Cucamonga there is no land under a Williamson Act contract.[20] Therefore, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project site is not located in an area zoned for forest land, timberland, or Timberland Production as defined in Public Resources Code Section 12220(g) and Government Code Section 4526. Therefore, the proposed Project would not conflict with existing zoning for or cause a rezoning of forest land or timberland. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No portion of the Project site is developed for forest land use or located adjacent to forest lands. Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As stated in Section 4.2(a) above, no portion of the Project site or surrounding area is identified as farmland or used for agricultural purposes. Additionally, as stated in Section 4.2(d), no portion of the Project site or surrounding area is designated as forest land. Therefore, the proposed Project would not change the existing environment in a way that would result in the conversion of Farmland to non-agricultural use or forest land to non-forest use. As such, no impact would occur.

[20] State of California. 1965. Department of Conservation, Division of Land Resource Protection, Williamson Act Program, available at: https://www.conservation.ca.gov/dlrp/wa, accessed on: September 14, 2020

4.3 AIR QUALITY

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
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 following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality?			X	
c. Expose sensitive receptors to substantial pollutant concentrations?			X	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

The impact analysis presented below is based on the Air Quality Assessment and revised CalEEMod modeling results and construction health risk assessment (HRA) prepared for the proposed Project, which are included as Appendices A, K, and L to this IS/MND. The underlying analyses and emissions calculations were updated following public circulation and parking garage design augmentation. Refer to Appendices K and L for the updated files relied upon to prepare the analysis below.

a) Conflict with or obstruct implementation of the applicable air quality plan?

The currently applicable air quality plan is the 2016 Air Quality Management Plan (AQMP), which was developed in conjunction with regional growth projections incorporated into the Southern California Association of Governments (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). According to the SCAQMD CEQA Air Quality Handbook, there are two key indicators of evaluating consistency with the AQMP and whether a project may conflict with or obstruct its implementation:

1. Whether the proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and,
2. Whether the proposed project would exceed the forecasted growth incorporated into the AQMP.

Construction

Less Than Significant Impact. Construction activity would not affect forecasted growth assumptions; therefore, the construction impacts assessment focused on air quality violations (SCAQMD criterion 1). Air quality violations occur when a particular source or facility generates air pollutant emissions of sufficient magnitude to cause or contribute to an exacerbation of the frequency or severity of instances

in which the ambient air quality standards—the National Ambient Air Quality Standards (NAAQS) or the California Ambient Air Quality Standards (CAAQS)—are exceeded in the local vicinity. Sources and facilities capable of generating emissions of this magnitude are typically industrial facilities with large stationary sources and/or an extremely high number of vehicle trips. Standard land use development projects do not commonly pose concerns related to air quality violations, and the SCAQMD has disclosed that a project's daily air pollutant emissions exceeding the adopted air quality significance thresholds for mass daily emissions does not necessarily correlate to an exacerbation of the frequency or severity of air quality violations. However, the air quality significance thresholds adopted by the SCAQMD for volatile organic compounds (VOC), oxides of nitrogen (NO_X), carbon monoxide (CO), sulfur oxides (SO_x), and particulate matter (PM_{10} and $PM_{2.5}$) are a useful screening tool to determine whether it is prudent to explore opportunities to mitigate emissions from CEQA projects.

As outlined in Section 1.5.3, construction of the proposed Project would be conducted in accordance with the SCAQMD Rule Book, particularly Regulation IV (Prohibitions) that contains elements including Rule 401 (Visible Emissions), Rule 402 (Nuisance), and Rule 403 (Fugitive Dust). As part of the proposed Project conditions of approval, the Applicant is committed to ensuring that the contractor(s) will adhere to the following best management practices (BMPs) to comply with SCAQMD regulations and to minimize emissions of ozone precursors and particulate matter.

PROPOSED PROJECT CONSTRUCTION BEST MANAGEMENT PRACTICES

Fugitive Dust Best Available Control Measures (Provisions of SCAQMD Rule 403, Amended 2005):

- **Backfilling:** Backfill material stabilization when actively handling or inactive and stabilize soil at completion of activity.
- **Clearing/Grubbing:** Maintain stability of soil through watering of site prior to, during, and after all clearing/grubbing activities.
- **Cut and Fill:** pre-water soils prior to cut and fill activities using water trucks; stabilize soil during and after activities.
- **Disturbed Soil:** stabilize disturbed soil throughout the construction site by limiting vehicular traffic and disturbance on soil where possible and applying water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes (Rule 401 – Visible Emissions).
- **Disturbed Surface areas:**
- **Earth-moving activities:** Pre-apply water to depth of proposed cuts and reapply as necessary to maintain soils in a damp condition and to ensure that visible dust plumes do not exceed 100 feet in any direction.
- **Importing/Exporting of bulk materials:** Stabilize material with tarps or other suitable enclosures on trucks while loading/unloading to reduce fugitive dust emissions and maintain at least six inches of freeboard on haul vehicle; provide water during loading/unloading to prevent dust plumes.
- **Road Shoulder Maintenance:** Apply water to unpaved road shoulders prior to clearing and apply chemical dust suppressants or washed gravel to maintain stabilized surfaces; install curbing and/or paving of road shoulders.
- **Screening:** Pre-water material prior to screening to limit fugitive dust emissions to opacity and plume length standards.

- **Staging areas:** Stabilize staging areas and limit vehicle speeds to 15 miles per hour.
- **Stockpiles/Bulk Material Handling:** stabilize stockpiled materials with intermittent watering and limit stockpiles to eight feet in height within 100 yards of off-site occupied buildings.
- **Trenching:** Stabilize surface soils with pre-watering where trencher or excavator and support equipment will operate; wash mud and soils from equipment at completion of activities.

Clean Fleet Best Available Control Measures to Limit NO_X and Particulate Matter Emissions

- **Off-Road Diesel Internal Combustion Engine Equipment:** Require the employment of contractor(s) capable of providing an equipment fleet comprising all off-road diesel-powered construction equipment with engines greater than 25 horsepower that meet or exceed the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (USEPA) Tier 4 off-road emissions standards for NO_X (0.26 g/bhp-hr.) and PM (0.008 g/bhp-hr.) during construction of the Proposed Project.
- **Diesel-Fueled Off-Road Equipment and On-Road Trucks:** Ensure that all diesel-fueled construction equipment and vehicles would be maintained and operated within manufacturer's specifications to limit unnecessary emissions during use, and limit idling of any in-use heavy duty diesel trucks to no more than five minutes in any particular location in accordance with CARB Airborne Toxic Control Measure 2485; additionally, truck drivers shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment during sleeping or resting for more than five minutes within 100 feet sensitive receptors.

SCAQMD studies have determined that the application of water as a dust suppressant to material stockpiles and disturbed ground areas would reduce fugitive dust emissions during construction activities by approximately 61 percent. As stated above, all construction equipment and vehicles would be maintained and operated within manufacturer specifications to limit unnecessary emissions during use, and any vehicles traveling on unpaved surfaces would be required to limit their speed to 15 miles per hour or less. Construction of the proposed Project would not have the potential to obstruct or conflict with implementation of the 2016 AQMP in the context of SCAQMD rule requirements.

Estimates of maximum daily air pollutant emissions that would be generated by construction activities can be used to demonstrate that the proposed Project would not conflict with or obstruct implementation of the 2016 AQMP with regards to increasing the frequency or severity of air quality violations. Daily emissions of air pollutants were calculated using the California Emissions Estimator Model (CalEEMod, Version 2016.3.2). CalEEMod is the preferred regulatory tool for estimating air pollutant emissions associated with land use developments in California. The SCAQMD devised its mass daily thresholds of significance as a screening tool for determining the potential significance of air pollutant emissions from CEQA projects. Per SCAQMD guidance, projects that produce daily emissions of O_3 precursors and criteria pollutants remaining below all of the applicable screening thresholds are generally assumed to have less than significant impacts pertaining to air quality violations and cumulative air quality impacts. Table 4.3-1 shows a summary of maximum regional daily emissions during construction in the summer and winter seasons and compares the emissions to the applicable SCAQMD mass daily thresholds of significance. Appendix A contains detailed CalEEMod output files that disclose the maximum daily regional emissions that would be generated by each individual construction activity, as well as the maximum potential overlapping emissions from activities that would be ongoing concurrently on the Project site.

Table 4.3-1. Maximum Regional Daily Emissions During Construction

Seasonal Scenario	VOC (lbs/day)	NOx (lbs/day)	CO (lbs/day)	SOx (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Daily Emissions – Summer	24.9	33.4	82.6	0.2	6.6	1.9
Daily Emissions – Winter	24.8	33.4	79.9	0.2	6.6	1.9
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

Source: TAHA 2021
CO = carbon monoxide; lbs/day = pounds per day; NOx = nitrogen oxide; PM10 = particulate matter 10 microns or less in diameter; PM2.5 = particulate matter 2.5 microns or less in diameter; SOx = sulfur oxide; VOC = volatile organic compounds

As shown in Table 4.3-1, construction of the proposed Project would not generate daily emissions of O_3 precursors or criteria pollutants in excess of any SCAQMD regional threshold. Therefore, construction of the proposed Project would result in less than significant impacts related to air quality violations.

Operation

Less Than Significant Impact. Operation of the proposed Project following the completion of construction activities would involve typical residential use of the multi-family development. The predominant source of emissions would be attributed to mobile vehicle trips on the regional roadway network by residents of the proposed Project. Operation of the proposed Project would not create a new substantial stationary source of air pollutant emissions that could potentially cause air quality violations directly. Residential uses are not identified by the SCAQMD or the CARB as facilities that require special permitting due to the presence of large emissions sources. Future operation of the proposed Project would involve emissions sources including on-road vehicle trips, area and fugitive sources such as consumer products and landscaping, and minor indirect emissions associated with the provision and consumption of energy.

The air quality impacts assessment utilized CalEEMod (Version 2016.3.2) to estimate the daily emissions of criteria pollutants and O_3 precursors that would be generated by operation of the proposed Project. Proposed Project operations would generate approximately 1,503 daily vehicle trips and approximately 16,382.7 daily vehicle miles traveled (VMT). Table 4.3-2 shows the operational emissions of the proposed Project.

Table 4.3-2. Daily Operational Emissions (2024)

	VOC (lbs/day)	NOx (lbs/day)	CO (lbs/day)	SOx (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)
Daily Operational Emissions[1] - Summer	9.0	5.8	59.6	0.1	11.8	3.3
Daily Operational Emissions - Winter	8.5	5.7	54.0	0.1	11.8	3.3
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

Source: TAHA 2021

1 Includes area (e.g., consumer products and landscaping), energy (consumption of energy), and mobile (e.g., vehicle trips) sources

CO = carbon monoxide; lbs/day = pounds per day; NOx = nitrogen oxide; PM10 = particulate matter 10 microns or less in diameter; PM2.5 = particulate matter 2.5 microns or less in diameter; SOx = sulfur oxide; VOC = volatile organic compounds

As shown in Table 4.3-2, daily emissions of criteria pollutants and O_3 precursors would remain substantially below the applicable SCAQMD mass daily thresholds. Operation of the proposed Project would not have the potential to create or contribute to new air quality violations or exacerbate existing violations throughout the South Coast Air Basin and would not delay timely attainment of the air quality standards as set forth in the 2016 AQMP.

With regards to the AQMP growth projections, operation of the proposed Project would introduce 260 new multi-family residential units to the City of Rancho Cucamonga, with an expected population of approximately 788 individuals as discussed in Section 4.14 Population and Housing. Inhabitance of the proposed Project is expected to begin in 2024. The 2016 AQMP is formulated based on regional growth projections assessed in the SCAG 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS demographic forecast analysis predicts that between 2012 and 2040, the City of Rancho Cucamonga will increase its population from 170,100 to 204,300—an increase of 34,200 people—and will increase its number of households from 55,400 to 73,100, an increase of 17,700 dwelling units. Implementation of the proposed Project would represent approximately 2.3 percent of anticipated citywide population growth and 1.5 percent of anticipated household growth between 2012-2040, assuming that all new residents are transplanting from outside the City. In addition, the proposed Project would be consistent with the existing Mixed-Use land use designation in the City's General Plan. The growth in population and households attributed to the proposed Project would not disproportionately contribute to the City's growth in such a way that would render the population and household forecasts inaccurate (SCAQMD criterion 2). Operation of the proposed Project would result in a less than significant impact related to regional growth projections accounted for in the AQMP.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality?

Construction

Less Than Significant Impact. The South Coast Air Basin is designated as nonattainment of the California Ambient Air Quality Standards and National Ambient Air Quality Standards for O_3, particulate matter 10 microns or less in diameter (PM10), and particulate matter 2.5 microns or less in diameter (PM2.5). Therefore, there is an ongoing cumulative regional impact associated with these air pollutants. As discussed above, the SCAQMD relies on the mass daily thresholds as a screening tool for evaluating potential cumulative impacts. Projects with daily emissions that exceed applicable SCAQMD thresholds during construction or operation would be considered potentially significant at both the project and cumulative levels. Conversely, the SCAQMD advises that projects with maximum daily emissions remaining below the project-specific mass daily thresholds would also not be considered cumulatively significant, even with the ongoing cumulative condition related to the nonattainment designations. As shown in Table 4.3-1, construction of the proposed Project would not produce daily emissions of particulate matter or O_3 precursors in excess of the applicable SCAQMD thresholds. Therefore, construction of the proposed Project would result in a less than significant impact related to cumulatively considerable increases of nonattainment pollutants or their atmospheric precursors.

Operation

Less Than Significant Impact. Similar to the assessment of potential air quality impacts during construction, the SCAQMD advises that daily project-related emissions of particulate matter and O_3 precursors that are below the project-specific mass daily thresholds should be considered less than significant in the cumulative context. As shown in Table 4.3-2, operation of the proposed Project would not generate daily emissions of particulate matter or O_3 precursors in excess of any applicable SCAQMD threshold. Therefore, operation of the proposed Project would result in a less than significant impact related to cumulatively considerable increases of nonattainment pollutants or their atmospheric precursors.

c) Expose sensitive receptors to substantial pollutant concentrations?

Construction

Less Than Significant Impact. The Project site is surrounded in close proximity by residential developments that constitute sensitive receptors. The sensitive receptors surrounding the Project site may be exposed to pollutant concentrations emanating from emissions sources involved in construction activities. The SCAQMD established a localized significance threshold (LST) methodology to determine the likelihood of substantial criteria pollutant concentrations reaching sensitive receptor locations. Mobile source emissions on the roadway network are spread across long distances and do not directly affect receptors in close proximity to the Project site. The LST methodology involves screening values for daily emissions of NOx, CO, PM_{10}, and $PM_{2.5}$ that are generated exclusively by sources located on project sites. The LST values were determined using emissions modeling based on ambient air quality measured throughout the South Coast Air Basin. SCAQMD methodological guidance promulgates that if maximum daily emissions remain below the LST values during construction activities, it is highly unlikely that air pollutant concentrations in ambient air would reach substantial levels sufficient to create public health concerns for sensitive receptors in relation to the ambient air quality standards. SCAQMD guidance states that the site-specific LSTs are chosen based on the maximum acres disturbed per day and the distance from the project site to the nearest sensitive land use, beginning at 25 meters.

Based on the equipment mix anticipated for the proposed Project, the appropriate LSTs specific to SCAQMD SRA 34 are for a two-acre construction site disturbance area and sensitive receptors within 25 meters. The disturbance area was determined using the SCAQMD *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds* (2008). In evaluating the proposed Project construction schedule and the possible overlapping activities, it was determined that maximum daily emissions of NO_X, CO, and $PM_{2.5}$ would occur during simultaneous paving and construction for both buildings, and that maximum daily emissions of PM_{10} would occur during the overlapping activities of east building construction and grading on the west building portion of the site. Table 4.3-3 shows the applicable LTSs for SRA 34 and summary of maximum localized daily emissions for the proposed Project.

Table 4.3-3. Maximum Localized Daily Construction Emissions

	NOx (lbs/day)	CO (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)
Maximum Localized Daily Emissions	7.5	63.5	1.1	0.2
SRA 34 Localized Significance Threshold[1]	170	972	7	4
Exceed Localized Threshold?	No	No	No	No

Source: TAHA 2021

1 The Project site is located in Source Receptor Area (SRA) 34 (Central San Bernardino Valley) of the South Coast Air Basin.

As shown in Table 4.3-3, maximum daily emissions of criteria pollutants and ozone precursors would not exceed any applicable LST values. Therefore, construction of the proposed Project would not result in exposure of sensitive receptors to substantial concentrations of criteria pollutants.

With regards to toxic air contaminant (TAC) emissions, carcinogenic risks, and non-carcinogenic hazards, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. The emissions associated with heavy-duty haul trucks would be distributed along the haul route and would not be heavily concentrated on the proposed project site. Therefore, diesel PM emissions that would be generated by on-site construction equipment are the focal point of the construction TAC analysis. Construction of the proposed Project would last for approximately 24 months, and daily emissions of diesel PM would fluctuate throughout the construction period. The SCAQMD has not established a mass daily screening threshold for diesel emissions, and the only established TAC significance thresholds require estimating concentrations of TAC in ambient air resulting from project emissions using intensive air dispersion modeling.

To address potential TAC exposures of nearby sensitive receptors (i.e., residential uses along the property fence line boundary to the east and south), an inhalation-pathway health risk assessment (HRA) was prepared in accordance with the Office of Environmental Health Hazard Assessment (OEHHA) guidelines to simulate annual average concentrations of diesel PM that could occur at sensitive receptor locations and estimate associated carcinogenic risks.[21] The inhalation-pathway HRA involved estimating average daily diesel PM emissions that would be emitted from on-site equipment over the course of the proposed Project construction, compiling a grid of volume sources to simulate

[21] Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments. February.

the average emission rate during construction hours over the construction site area, and establishing a network of sensitive receptors with approximately 10 meter spacing throughout the surrounding residential neighborhoods to identify the maximally exposed individual receptor (MEIR). The concentrations and exposures at all other receptors would be lower, so this approach captured the highest potential exposures to diesel PM resulting from proposed Project construction activities.

The HRA analysis involves a two-step process. First, the annual average concentrations of diesel particulate matter that would result from on-site equipment emissions are simulated using the preferred regulatory Gaussian-plume air dispersion model AERMOD, which relies on terrain and meteorological data in conjunction with source emission rates to produce estimated ground-level concentrations of pollutants over the desired averaging period. The AERMOD program contains pathways for obtaining local terrain data, and United States Geological Survey (USGS) data were downloaded and input to the model for the local area. A five-year meteorological dataset from the nearby Ontario airport (approximately 4.4 miles southwest of the project site) was obtained from the SCAQMD website, and an average daily diesel PM emission rate of 0.09832 pounds per day (44.6 grams per day) was input to the model based on the CalEEMod output files. The maximum annual average concentration of diesel PM that could occur at an adjacent receptor location was determined to be 0.4718 microgram per cubic meter ($\mu g/m^3$).

The second step involves the dose and exposure calculations based on the annual average concentration. The daily dose is estimated by the first equation below, and the carcinogenic risk is estimated using the second equation and the calculated daily dosage:

$$\textbf{\textit{Dose-air} = } C_{air} \times \textbf{\textit{\{BR/BW\} × A × EF × }} 10^{-6}$$

Where:		
Dose-air	=	*Daily inhalation dose (mg/kg/day)*
C_{air}	=	*Concentration in air ($\mu g/m^3$)*
{BR/BW}	=	*Daily breathing rate normalized to body weight (L/kg-day)*
A	=	*Inhalation absorption factor (unitless) [1.0]*
EF	=	*Exposure frequency (unitless), # days/365 days [350 for residential]*

And,

Cancer Risk = Dose-air × CPF × ASF × ED/AT x FAH

Where:		
Cancer Risk	=	*Incremental increase in excess cancer risk (per million)*
Dose-air	=	*Daily inhalation dose (mg/kg/day)*
CPF	=	*Inhalation cancer potency factor ($mg/kg\text{-}day^{-1}$)*
ASF	=	*Age sensitivity factor for a specified age group (unitless) [3.0 for children aged 2–16, and 1.0 for adults]*
ED	=	*Exposure duration for a specified age group (years)*
AT	=	*Averaging time for lifetime cancer risk (years) [70 years]*
FAH	=	*Fraction of Time at Home*

The associated carcinogenic risk for child and adult exposures is presented below in Table 4.3-4.

Table 4.3-4. Construction Diesel PM Inhalation-Pathway Health Risk Assessment

Parameter	Description/Units	Child Receptor	Adult Receptor
C_{air}	Maximum Annual Average Concentration [µg/m^3]	0.04718	0.04718
[BR/BW]	Daily Breathing Rate per Body Weight [L/kg-day]	861	335
A	Absorption Fraction	100%	100%
EF	Exposure Frequency [360 days/365 days]	0.96	0.96
CPF	Cancer Potency Factor [mg/kg-day^{-1}]	1.1	1.1
ASF	Age Sensitivity Factor	3	1
ED	Exposure Duration [Years]	2	2
AT	Averaging Time [Years]	70	70
FAH	Fraction of Time at Home	0.72	0.73
CF	Conversion Factor [mg/kg]	1.0×10^{-6}	1.0×10^{-6}
	Carcinogenic Risk (Excess Cancers per Million)	**2.64**	**0.35**
	SCAQMD Threshold	10	10
	Threshold Exceeded?	***No***	***No***

Source: TAHA 2021

As shown in Table 4.3-4, carcinogenic risks at the MEIR would be approximately 2.64 per million and 0.35 per million for child and adult receptors, respectively, assuming continuous exposure at the location of highest annual average diesel PM concentration. Both the child and adult excess carcinogenic risks are considerably below the applicable SCAQMD threshold of 10 per million. Therefore, construction of the proposed Project would result in a less than significant impact related to exposures of sensitive receptors to TAC concentrations resulting from on-site diesel equipment.

Operation

Less Than Significant Impact. The proposed Project would introduce a new multi-family residential land use to the City of Rancho Cucamonga and would be consistent with existing surrounding land use developments. Operation of the proposed Project would not create a new substantial permanent source of air pollutant emissions to the Project area. The proposed Project does not involve large boilers, generators, or any other equipment or facilities that would warrant special permitting under SCAQMD regulations. The operational emissions analysis shown in Table 4.3-2 demonstrates that operation of the proposed Project would not produce emissions capable of resulting in substantial pollutant concentrations at sensitive receptor locations. Therefore, operation of the proposed Project would result in less than significant impacts related to substantial pollutant concentrations at sensitive receptor locations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction

Less Than Significant Impact. The only source of potentially impactful construction emissions other than criteria pollutants, O_3 precursors, and TACs would be emissions leading to odors. Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project site, would be temporary in nature, and would not persist beyond the termination of construction activities. The

proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Construction of the proposed Project would comply with the provisions of SCAQMD Rule 401 and Rule 403 to prevent the occurrence of visible dust plumes. Therefore, construction of the proposed Project would result in less than significant impacts related to emissions of odors and other potential nuisance conditions.

Operation

Less Than Significant Impact. The only source of potentially impactful emissions other than criteria pollutants, O_3 precursors, and TACs would be emissions leading to odors. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project would not include a land use typically associated with odor impacts. Operation of the multifamily residential development would comply with City codes and regulations pertaining to waste collection and disposal. All materials utilized in building construction would comply with the applicable Green Code standards for formaldehyde including the California Green Building Code, 24 CCR 4.504.4.5, which requires composite wood products to comply with the CARB Airborne Toxic Air Control Measure to reduce formaldehyde emissions from composite wood products and California's Proposition 65 which requires businesses to provide warnings for exposures to formaldehyde (and other listed carcinogens and reproductive toxins) unless the business can prove that the exposure poses no significant risk. Operational impacts would be less than significant related to the emissions of odors and other potential nuisance conditions.

4.4 BIOLOGICAL RESOURCES

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		**X**		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**
c.	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?				**X**

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

The impact analysis presented below is based on the Biological Resources Assessment Memorandum prepared for the proposed Project, which is included as Appendix B to this IS/MND. An assessment was conducted to determine the potential for sensitive biological resources to occur within the biological survey area (BSA) (i.e., the Project site plus a surrounding 500-foot buffer), which included a desktop review and reconnaissance field survey conducted on September 24, 2020 to document existing biological resources that occur or have the potential to occur within and adjacent to the study area, and to evaluate the potential for special-status plant and wildlife species to occur within the study area. Observations from the field survey included a Project site that is mostly flat with a gentle swale occurring in the center of the Project site and an area dominated by non-native invasive plant species. The dominant vegetation community within the Project parcels was non-native grassland composed largely of red brome (*Bromus madritensis* ssp. *rubens*) and wild oat (*Avena fatua*). Ornamental woody vegetation, including English ivy (*Hedera helix*), Nepalese firethorn (*Pyracantha crenulate),* and Peruvian pepper tree *(Schinus molle),* line the southern and eastern border of the parcels.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

Less Than Significant Impact After Mitigation Incorporated. Although the desktop review yielded records for 49 special-status plant species and 52 special-status wildlife species that have been documented within the Guasti 7.5-minute United States Geological Survey (USGS) topographic quadrangle and surrounding eight quadrangles, no special-status plant or wildlife species were observed within the biological survey area during the reconnaissance field survey.

The California Natural Diversity Database (CNDDB) search yielded four special-status species with occurrences that overlap the biological survey area, including coast horned lizard (*Phrynosoma blainvillii*), Delhi Sands flower-loving fly (*Rhaphiomidas terminates abdominalis*), Los Angeles pocket mouse (P*erognathus longimembris brevinasus*), and Parry's spineflower (*Chorizanthe parryi var. parryi*). However, although the CNDDB occurrences overlap with the biological survey area, none were considered to have the potential to occur in the biological survey area given present day site conditions.

In general, the CNDDB records of these four species had non-specific locations which were not mapped precisely to the locations where the species were observed and each individual observation is a square mile or greater in size; so it is not known whether the observation was actually made precisely within the biological survey area. Additionally, the CNDDB records that overlap with the biological survey area are 19 years old or more and since that time, the area has been developed substantially. As a result, it is possible many locations no longer exist. Current site conditions do not provide suitable habitat for these species and none are known to occur or expected to occur within the Project site or vicinity.

Due to the high levels of historic disturbance and absence of native habitats, the BSA does not provide suitable habitat for any special-status plant species; therefore, none are expected to occur within the BSA. Similarly, the BSA generally does not provide suitable habitat for special-status wildlife species; however, marginal habitat for three special-status wildlife species (Crotch bumble bee *[Bombus crotchii],* western yellow bat *[Lasiurus xanthinus],* and burrowing owl *[Athene cuniculari]* identified during the database review is present in the biological survey area. These special-status species have a low potential to occur.

Crotch bumble bee is a state candidate for listing as endangered. Although the potential is low due to the high-level of disturbance within the BSA, there is potential for this species to occur due to its tolerance of hot and dry habitats with low vegetation cover. This species nests in holes or burrows in friable soil, so an area with herbaceous vegetation cover and some exposed soil, such as that within the BSA, could provide habitat for Crotch bumble bee. The probability of Crotch bumble bee occurring is low due to low habitat quality for this species within the BSA. The project parcels are a relatively small (5.2 acres) undeveloped area surrounded by residential and commercial development. Anthropogenic disturbances such as routine mowing of the site and a low density of host plants contribute to the low habitat quality. No bumble bee species were observed during the field survey.

Western yellow bat is a CDFW SSC and is ranked as High Priority by the WBWG. Western yellow bats prefer roosting in trees and palms in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats; however, they have been captured in agricultural areas and residential areas, especially those with swimming pools or near other water bodies. Although the potential is low, trees within the BSA, could provide roosting habitat for the western yellow bat. The probability of Western yellow bat occurring is low due to low habitat quality for this species within the BSA. The project parcels are a relatively small (5.2 acres) undeveloped area surrounded by residential and commercial development. Anthropogenic disturbances such as traffic noise, routine mowing of the site, predation by domestic cats, and low density of insect food sources contribute to the low habitat quality. No sign of bat roosting (guano, urea staining, or collections of insect carcasses) were observed during the field survey. However, by avoiding construction activities during the bat roosting season or adhering to avoidance and minimization measures provided in **Mitigation Measure BIO-1** related to pre-construction surveys and maternity roost avoidance buffers, the direct impacts of construction on bat roosting and their associated habitat would be reduced to less than significant.

Burrowing owl is a CDFW SSC species that is associated with large expanses of (usually flat) grasslands and resides in small mammal burrows year around. The vegetation within the BSA is comprised of grassland and small mammal burrows (California ground squirrel) are present, therefore; western burrowing owl has some potential to occur within the BSA for breeding or overwintering. The project parcels are comprised of a relatively small (5.2 acres) undeveloped area surrounded by residential and commercial development, so the BSA does not support high quality burrowing owl habitat. Furthermore, anthropogenic disturbances (traffic, noise, mowing, and threats by domestic dogs) result in a low potential for burrowing owl to occur within the BSA. No burrowing owl sign

(whitewash, owl pellets, or feathers) was observed during the field survey; however, a protocol-level survey was not conducted therefore the possibility cannot be entirely ruled out. Even though the potential for the occurrence of burrowing owl is low, a mitigation measure has been incorporated to address burrowing owls at the request of CDFW as a precautionary measure. Avoiding construction activities during the owl burrowing season or adhering to avoidance and minimization measures provided in **Mitigation Measure BIO-2,** which include pre-construction surveys and burrowing owl habitat avoidance buffers, would ensure appropriate steps are taken to prevent any potential impacts to burrowing owls and their associated habitat.

Furthermore, birds and their nests and eggs are protected under the Migratory Bird Treaty Act (MBTA) and/or CFGC §§ 3503, which protects any birds and their eggs and nests, including birds-of-prey (CFGC §§ 3503.5). Bird species have potential to use the BSA for breeding, migratory stopovers, and local dispersal. Mourning dove (*Zenaida macroura*) is a species likely to nest within the BSA on or near the ground. House finch (*Haemorhous mexicanus*), Northern mockingbird (*Mimus polyglottos*), and California scrub-jays (*Aphelocoma californica*) are most likely to nest in trees within the BSA.

Should construction activities occur during the nesting bird season (generally considered to extend from February 15 through September 1) and result in trampled or crushed nests, eggs, or nestlings, a significant direct impact to birds protected by the MBTA and CFGC would occur. By avoiding construction activities during the nesting bird season or adhering to avoidance and minimization measures provided in **Mitigation Measure BIO-3** related to pre-construction surveys and nest avoidance buffers, the direct impacts of construction on nesting birds and their associated habitat would be reduced to less than significant.

Indirect impacts to nesting birds within the BSA could occur during construction as a result of noise, dust, increased human presence, and vibrations. Such disturbances could result in increased nestling mortality due to nest abandonment or decreased feeding frequency by adults and would be considered significant. By avoiding construction activities during the nesting bird season or adhering to avoidance and minimization measures provided in **Mitigation Measure BIO-3** related to pre-construction surveys and nest avoidance buffers, indirect impacts to nesting birds would be reduced to less than significant.

***Mitigation Measures*:**

BIO-1: No less than 60 days prior to initiating project activities, a CDFW-approved bat biologist shall conduct a bat roosting habitat suitability assessment of any vegetation that may be removed, altered, or indirectly impacted by the project activities. Any locations identified as having potentially suitable bat roosting habitat by the CDFW- approved bat biologist shall be subject to additional nighttime surveys (bat surveys) during the summer months (i.e., June-August) to determine the numbers and bat species using the roost(s). The information collected during these additional bat surveys shall be used by the CDFW-approved bat biologist to develop species-specific measures to minimize impacts to roosting bats should bats be detected using the site. The bat surveys shall be conducted by the CDFW-approved bat biologist using an appropriate combination of visual inspection, sampling, exit counts, and acoustic surveys. The results of the pre-construction bat surveys shall be submitted to CDFW for review no less than 30 days prior to the initiation of project activities.

If the presence of bats within the project is confirmed, avoidance and minimization measures, including the designation of buffers based upon what bat species are found, and phased removal of trees, shall be developed and submitted to CDFW for review and

approval. If the site supports maternity roosts, Applicant shall avoid disturbing those areas during the breeding season.

If the site supports a maternity roost(s) or special-status species, Applicant shall contact CDFW and conduct an impact assessment prior to commencing project activities to assist in the development of minimization and mitigation measures. Applicant shall compensate for impacts and losses to maternity roosts and/or special-status bat habitat through a mitigation strategy approved by CDFW.

BIO-2: Applicant shall designate a burrowing owl biologist (Designated Biologist that is knowledgeable about the burrowing owl, including its natural history, habitat requirements, seasonal movements, and range, to survey and monitor for burrowing owls prior to project activities. The Designated Biologist shall complete necessary surveys, impact assessments, and associated reports following the recommendations and guidelines provided within the Staff Report on Burrowing Owl Mitigation (Department of Fish and Game, March 2012) or similar approach. The survey(s) shall encompass the entire project site and a 150-meter buffer surrounding it, and it shall occur at a time of the day when most burrowing owls are active. Pre-construction burrowing owl surveys shall also be conducted by the Designated Biologist 3 days prior to the start of project activities. If breeding season or pre-construction surveys confirm occupied burrowing owl habitat in or adjoining areas subject to project activities, the Applicant shall contact CDFW and conduct an impact assessment, in accordance with Staff Report on Burrowing Owl Mitigation prior to commencing project activities, to assist in the development of avoidance, minimization, and mitigation measures. Mitigation may include acquisition and in-perpetuity conservation of occupied burrowing owl habitat. To avoid direct take of owls, the Designated Biologist shall establish a conservative avoidance buffer and monitoring shall occur, if deemed necessary, based on identified activities. If relocation/passive exclusion is deemed necessary Applicant shall prepare a Burrowing Owl Exclusion Plan for CDFW review and approval, in accordance with Staff Report on Burrowing Owl Mitigation (Department of Fish and Game, March 2012[22]).

BIO-3: Applicant shall ensure that impacts to nesting birds are avoided through the implementation of preconstruction surveys, ongoing monitoring, and if necessary, establishment of minimization measures. The Applicant shall designate a Designated Biologist experienced in: identifying local and migratory bird species; conducting bird surveys using appropriate survey methodology (e.g., Ralph et al. 1993[23] and United States Fish and Wildlife Service and/or CDFW-accepted species-specific survey protocols, available here: https://www.wildlife.ca.gov/conservation/survey-protocols); nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success (e.g., Martin and Geupel 1993[24]); determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.

[22] CDFW. 2012. Staff Report on Burrowing Owl Mitigation. March 7, Available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline, accessed on October 13, 2021.

[23] Ralph, C. John, et al. 1993. Handbook of Field Methods for Monitoring Landbirds. United States Department of Agriculture Forest Service Pacific Southwest Research Station. General Technical Report PSW-GTR-144. May.

[24] Martin, Thomas E. and Geoggrey R. Geupel. 1993. Nest-Monitoring Plots: Methods for Locating Nests and Monitoring Success. Journal of Field Ornithology: Vol 64: 4, pps: 507-519.

The Designated Biologist shall conduct a pre-construction nesting bird survey to identify nesting birds within three days prior to the start of project activities including vegetation clearing and ground-disturbance. The survey shall be conducted between dawn and noon, in order to capture both nocturnal and diurnal nesting bird species and shall be conducted regardless of the time of year the construction is to begin. The pre-construction survey shall be a pedestrian-based, visual encounter survey, providing full coverage of the Project parcels. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the property; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior (e.g., copulation, carrying of food or nest materials, nest building, removal of fecal sacks, flushing suddenly from atypically close range, agitation, aggressive interactions, feigning injury or distraction displays, or other behaviors).

If nesting birds are detected during pre-construction surveys, avoidance buffers shall be established, and biological monitoring shall be conducted during construction activities to avoid impacts to nesting birds (250-ft for raptors or special-status bird species and 50-ft for common bird species). If excluding work activities from any established buffers is not feasible, the Designated Biologist may establish a modified buffer exclusion utilizing specific biological and/or ecological attributes of the project location and avian species. Reduced nest buffer modifications would be allowed at the discretion of the Designated Biologists and their professional opinion determines that the buffer reduction would not result in nest failure. If the Designated Biologist determines nesting activities could fail as a result of work activities, all work shall cease within the buffer exclusion, and no entry into the buffer will occur. The active nest shall be monitored by the biologist for the duration of the construction until the young have fledged, or nest is no longer active.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Sensitive natural communities are those designated as rare in the region by the CNDDB, support special-status plant or wildlife species, or receive regulatory protection (i.e., Section 404 of the Clean Water Act and/or Sections 1600 et seq. of the California Fish and Game Code [CFGC]). Ten regional habitats of concern were recorded in the CNDDB from the USGS Guasti and surrounding eight quadrangles; however, no sensitive vegetation communities identified in the CNDDB coincide with the biological survey area. The Project site is composed of non-native annual grassland and bare ground and bordered with ornamental trees and shrubs. Sensitive natural vegetation communities listed by CDFW are not present in the biological survey area.

Implementation of the proposed Project would replace the non-native annual grassland vegetation with mixed-use buildings and ornamental landscaping. The proposed Project site is surrounded by developed habitat and roads. Therefore, no impacts to riparian habitat or sensitive natural communities would occur.

c) 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?

No Impact. Jurisdictional waters include waters of the state and of the U.S that fall under federal regulatory jurisdiction of the U.S. Army Corp of Engineers (USACE) and/or under state jurisdiction of CDFW and Regional Water Quality Control Board (RWQCB). An online database search of the USGS National Hydrography Dataset indicates no previously mapped jurisdictional waters including USFWS-designated critical habitat, aquatic features (i.e. wetlands or other waters) under regulatory jurisdiction of the USACE, CDFW, and/or the RWQCB coincide with the study area. The Project site is dominated by non-native invasive plant species and contains a gentle swale occurring in the center of the Project site. However, no features potentially under the state or federal jurisdiction were detected during the reconnaissance field survey. As such, no impacts to wetlands and jurisdictional waters would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. In an urban context, a wildlife migration corridor can be defined as a linear landscape feature of sufficient width and buffer to allow animal movement between two comparatively undisturbed habitat fragments, or between a habitat fragment and some vital resource that encourages population growth and diversity. Habitat fragments are isolated patches of habitat separated by otherwise foreign or inhospitable areas, such as urban tracts or highways. Two types of wildlife migration corridors seen in urban settings are regional corridors, defined as those linking two or more large areas of natural open space, and local corridors, defined as those allowing resident wildlife to access critical resources (food, cover, and water) in a smaller area that might otherwise be isolated by urban development.

The Project site is located within an urbanized area and the study area does not occur within or intersect a recognized/established regional wildlife corridor or wildlife nursery site. Ornamental trees and shrubs along the border of the Project parcels provide some opportunities for cover, foraging, and nesting to localized bird populations. The biological survey area is located within the Pacific Flyway, one of four major North American migration routes for birds, especially waterfowl, that extends from Alaska and Canada through California to Mexico. As these birds travel the flyway on their annual north-south migration, they stopover at wetlands with suitable habitat and food supplies. The Project site is composed of non-native annual grassland and bare ground and bordered with ornamental trees and shrubs. As such, the Project site does not contain suitable habitat or food supplies for birds migrating and therefore, is not used as part of this corridor.

Additionally, Project construction activities (i.e., increased noise, human presence, vibration) would likely result in wildlife avoidance of the area during the construction timeframe. Such indirect impacts would be temporary in nature, restricted to the Project construction time period. Therefore, impacts associated with the movement of wildlife, established wildlife corridors, or native wildlife nursery sites would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The General Plan Significant Ecological Areas (SEA) overlays and a SEA conditional-use permit process are referred to as the SEA Program. The SEA Program, through goals and policies of the General Plan and the SEA ordinance (Title 22 Zoning Regulations, Section 22.56.215), help guide development within the SEAs. The SEA ordinance establishes the permitting, design standards, and review process for development within the SEAs, and permits are reviewed by the SEA Technical Advisory Committee. Development activities in the SEAs are reviewed closely in order to conserve water and biological resources such as streams, oak woodlands, and threatened or endangered species and their habitat. The biological survey area does not coincide with a SEA. The nearest SEA is San Dimas Canyon/San Antonio Wash, which is approximately 10 miles northwest of the biological survey area. The Project is not anticipated to affect resources within any SEA, and as a result the SEA program would not be applicable to the proposed Project.

The City's Tree Removal Permit Ordinance is codified at RCMC section 17.06.08.[25] The purpose of this ordinance is to provide a review process for the removal of heritage trees that are considered to be a community resource: Eucalyptus windrows, extremely large trees (greater than 30 inches in diameter at breast height), and trees considered culturally significant. Based on the results of the reconnaissance field survey, this ordinance would not apply to the Project because no trees included in this ordinance were observed during the field reconnaissance survey. Removal of street trees or any tree on City-owned property would also require a permit.[26] No street trees or City-owned trees were observed during the field reconnaissance survey; therefore, this ordinance does not apply to the Project. No impact would occur.

Ornamental woody vegetation, including English ivy (*Hedera helix*), Nepalese firethorn (*Pyracantha crenulate),* and Peruvian pepper tree *(Schinus molle),* line the southern and eastern border of the parcels and will be removed as part of this project. None of the trees observed within the project parcels are protected under the City's Tree Removal Permit Ordinance.

[25] City of Rancho Cucamonga Municipal Code. 2020. Available at: http://qcode.us/codes/ranchocucamonga/. Accessed on October 9, 2020.

[26] Rancho Cucamonga City Website. Available at: https://www.cityofrc.us/your-government/trees. Accessed on October 9, 2020.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The biological survey area does not coincide with a SEA, or other approved local, regional, or state conservation plan. Therefore, implementation of the proposed Project would not result in direct or indirect impacts to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts would occur.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?				**X**
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?		**X**		
c. Disturb any human remains, including those interred outside of formal cemeteries?			**X**	

The impact analysis presented below is based on the Phase I Cultural Resources Investigation prepared for the proposed Project, which is included as Appendix C to this IS/MND.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

No Impact. Archival research was conducted for the Project area by the South Central Coastal Information Center on October 15, 2020, as records search file no. 21685.7837. Previously conducted cultural resource investigations, as well as documentation of known archaeological sites, were reviewed as part of this investigation in an attempt to create a model of historic and archaeological site sensitivity for the Project area. A 0.25-mile radius around the Project site was reviewed. The archival research involved review of archaeological site records and reports. In addition, the National Register of Historic Places database, listings for the California State Historic Resources Inventory, and the California Historical Landmarks Register were examined to determine whether any sites in this radius were listed on or had been determined eligible for these registers.

The records search revealed that a total of 10 cultural resource investigations were previously conducted within a 0.25-mile radius of the Project site. Approximately 15 percent of the Project's half-mile buffer area has been previously surveyed. The records search indicated that one cultural resource is recorded within 0.25 mile of the Project site, but no resources are located within the Project site itself.

The Project site is located in an alluvial plain between two creeks. The modern current creek bed is East Etiwanda Creek, approximately 0.4-mile east of the Project site and located within traditional Gabrielino territory and along historic Route 66. Archival research did not identify any known archaeological sites within the Project site. A review of the ethnographic and historic data has failed to indicate the presence of ethnographic sites or historic development within the Project site. There are no buildings, structures, or other features that may be determined to be eligible for inclusion in the CRHR and therefore considered a historical resource pursuant to CEQA Guidelines §15064.5 documented within the Project area. No impacts to historical resources would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Less Than Significant Impact After Mitigation Incorporated. An archaeological reconnaissance survey of the Project site was conducted on September 25, 2020. The purpose of this survey was to discover and document prehistoric and historic cultural resources within the Project area. The survey focused on the identification of any surface evidence of archaeological materials within the Project site.

The survey observed most of the land had been disturbed from prior tilling activities and the soil consisted of light to medium brown, fine-grained silty sand with inclusions of small- to medium-sized rocks. Construction debris and cobble scatter were observed at the southeast edge of the Project site. Among the rock scatter, three cobble-sized reddish-brown chert fragments and approximately five other cloudy and clear crystalline cobbles were observed, none of which showed signs of intentional human modification. No archaeological resources were identified during the survey.

As discussed above, archival research did not identify any known archaeological sites within the Project site. Based on the results of the archival research and field survey, there is low potential that archaeological resources would be encountered during ground-disturbing activities for the proposed Project. However, unknown archaeological resources may be present within native soils. Therefore, the following **Mitigation Measures CUL-1** and **CUL-2** would be implemented in order to reduce impacts to a less than significant level.

Mitigation Measures

CUL-1: Before the start of ground-disturbing activities within the Project site, a qualified professional archaeologist who meets the Secretary of the Interior's Standards for Archaeology will conduct a training session and provide printed material to be presented to construction personnel. The purpose of this training and accompanying materials will be to familiarize construction personnel with the relevant legal context for cultural resources of the Proposed Project, and with the types of cultural sites, features, and artifacts that could be uncovered during construction activities. A secondary goal of such training is to minimize unauthorized collection of archaeological materials or vandalism to know archaeological sites. This training session will be conducted before beginning construction and will be repeated as needed as construction crews and supervisors change.

CUL-2: If archaeological material is uncovered in the course of ground-disturbing activities, work will be temporarily halted in the vicinity of the find (within a 60-foot buffer) and the Project Proponent shall retain a qualified professional archaeologist meeting Secretary of Interior standards to evaluate the significance of the find and determine appropriate treatment for the resource in accordance with California PRC §21083.2(i) and the provisions of CEQA.

The qualified archaeologist shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following shall apply:

- If the qualified archaeologist determines the find does not represent a cultural resource, work may resume, and no agency notifications are required. A record of the archaeologist's determination shall be made in writing to the City.
- If the qualified archaeologist determines that the find does represent a cultural resource, is considered potentially eligible for listing on the CRHR, and avoidance is not feasible, then the City shall be notified, and a qualified archaeologist shall prepare and implement appropriate treatment measures. The treatment measures may consist of data recovery excavation of a statistically significant part of those portions of the site that will be damaged or destroyed by the project. Work cannot resume within the no-work radius until the lead agency (the City), through consultation as appropriate, determines that the find is either not eligible for the CRHR, or that appropriate treatment measures have been completed to the satisfaction of the City in consultation with the tribes.
- Additionally, if the resource is prehistoric or historic-era and of Native American origin, as determined by a qualified professional archaeologist, then those Native American tribes that have requested consultation on the project pursuant to California PRC § 21080.3.1 shall be notified of the find and shall consult on the eligibility of the resource and the appropriate treatment measures, as outlined in **Mitigation Measure TCR-2** in Section 4.18.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. In the unlikely event human remains are discovered, work in the immediate vicinity of the discovery (within a 100-foot buffer) would be suspended and the San Bernardino County Coroner contacted consistent with the requirements of California Code of Regulations Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are deemed Native American in origin, the Coroner would contact the Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. The City shall consult with the Most Likely Descendant as identified by the Native American Heritage Commission to develop an agreement for treatment and disposition of the remains. Work may be resumed at the landowner's discretion but would only commence after consultation and treatment have been concluded. Work may continue on other parts of the project while consultation and treatment are conducted. Compliance with these existing regulations (i.e., California Code of Regulations Section 15064.5(e), State Health and Safety Code Section 7050.5, and Public Resources Code Section 5097.98) would ensure that the impact to human remains would be less than significant.

4.6 ENERGY

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

The impact analysis presented below is based on the Energy Resources Impacts Assessment and revised CalEEMod modeling results prepared for the proposed Project, which are included as Appendices D, K, and L to this IS/MND.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The following analysis discusses short-term construction and long-term operational use of electricity, natural gas, and petroleum.

Construction

Construction of the proposed Project would require electricity for security lighting, construction trailers, and operation of electrically powered hands tools. Consumption of electricity for construction would be minimal as the majority of construction equipment would be powered by diesel fuel rather than the electrical grid.

Construction activities typically do not require the consumption of natural gas to power equipment or heavy machinery. Natural gas to the Project site would be provided by the Southern California Gas Company (SoCalGas). Natural gas that would be consumed during construction would be negligible and would not result in a substantial drain on natural gas resources.

Petroleum would be consumed during the demolition, excavation, and construction phases of the proposed Project by heavy-duty equipment, which is usually diesel powered. Construction of the proposed Project would result in an increased consumption of gasoline and diesel fuels associated with haul trucks, deliveries, and worker commute trips. Table 4.6-1 shows that a one-time expenditure of approximately 203,714 gallons of diesel fuel and 97,498 gallons of gasoline would be needed to construct the proposed Project.

Table 4.6-1. Construction Petroleum Demand

Source	CO_2 (kg)	Gallons/kgCO_2	Gallons
DIESEL			
Equipment	1,265,656.6	0.098	123,963
Trucks	814,250.4	0.098	79,751
		Total Diesel Consumption	**203,714**
GASOLINE			
Worker Vehicles	856,027.3	0.114	97,498
		Total Gasoline Consumption	**97,498**

Source: The Climate Registry, 2018; TAHA, 2022

Exported materials (e.g., demolition debris and soil hauling) would be disposed of at the closest facility that accepts such materials, and the proposed Project would be required to comply with CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to five minutes. Compliance with State and federal regulations would reduce and/or minimize short-term petroleum consumption during the Project's construction to the extent feasible, and Project construction would not result in a wasteful or inefficient use of petroleum.

Energy used during construction would facilitate the construction of housing that would meet the needs of the City. The City does not consider such energy use to be wasteful. In addition, energy use would be minimized to the extent feasible. Construction of the proposed Project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of petroleum-based fuels.

Operation

Operation of the proposed Project would require electricity for indoor and outdoor lighting, appliances, elevators, and powering other equipment typically associated with multi-family housing. The proposed Project would also implement sustainable design features as described in Section 1.5.1. 4 including the installation of enhanced insulation; high efficiency mechanical equipment, appliances, and lighting; water efficient landscaping and irrigation systems, and electric vehicle charging stations. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed Project would result in transportation energy use associated with vehicle trips generated by multi-family residential uses. The proposed Project is estimated to consume approximately 1,594,787 kilowatt-hours (kWh) of electricity per year. Compliance with all state and federal regulations, including Title 6 of the 2019 California Energy Code and California Green Building Standards, would reduce and/or minimize the operational energy demands of the proposed Project. The proposed Project is comparable to other multi-family residential developments of similar size and does not involve any characteristics or uses that would require more intensive electricity consumption, nor involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies. Therefore, operation of the proposed Project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of electricity.

SoCalGas reports a declining use in natural gas per meter for residential customers due to conservation measures, Title 24 standards, improved building and appliance standards, aggressive energy efficiency

programs, and demand reductions anticipated.[27] Natural gas use associated with operation of the proposed Project would be typical of multi-family residential uses, including heating, ventilation, and air conditioning, machinery, appliances, and more. The proposed Project is estimated to consume approximately 3.77 million British Thermal Units (MMBTUs) per year of natural gas.[28] The proposed Project would comply with all regional, state, and federal regulations related to natural gas consumption efficiency, and the proposed Project does not involve any uses that would require more intensive natural gas consumption than comparable activities or would lead to wasteful natural gas consumption. Therefore, operation of the proposed Project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of natural gas.

Petroleum consumption during operation of the proposed Project would be related to vehicle trips for residents and employees to driving to and from the Project site. It is anticipated that the proposed Project would accommodate approximately 788 future residents, and operational activities would generate approximately 1,503 daily vehicle trips producing 16,328.7 daily vehicle miles traveled.[29] The Project site is located within 0.5 mile of a stop on the Omnitrans Route 66 alignment which provides 15-minute headways along Foothill Boulevard during commute periods. Due to the 15-minute headways, Foothill Boulevard is classified as a high-quality transit corridor, and the proposed Project is located within a TPA. The land use growth assumed in the RTP/SCS includes an increase in multi-family housing units in the Project location greater than the number of multi-family housing units proposed, which indicates the Project is consistent with the RTP/SCS. There are no unusual project characteristics or processes that would require more intensive petroleum consumption than is used for comparable multi-family residential projects, or the use of equipment that would not conform to current emissions standards and related fuel efficiencies. In addition, the proposed Project includes 15 electric vehicle charging stations in the subterranean parking garage, which would lessen long-term petroleum consumption. Implementation of the proposed Project would not require the development of additional petroleum fuels infrastructure or supply. Therefore, operation of the proposed Project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of petroleum.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. There is no potential for the proposed Project to conflict with renewable energy or energy efficiency plans. Electricity would be provided from the Rancho Cucamonga Municipal Utility (RCMU) system, and RCMU must comply with the State mandate (Senate Bill 100) to provide 60 percent renewable energy by 2030 and 100 percent carbon free by 2045.

The proposed Project would implement sustainable design features to enhance building energy efficiency and conserve energy including, but not limited to the following:

- The proposed Project would be designed to exceed the 2019 Title 24 energy efficient standards by approximately 7.2 percent in one building and by approximately 2.5 percent in the other. The proposed Project would be approximately 10 percent more efficient than 2016 Title 24 standards.
- Enhanced wall and window insulation to improve energy efficiency and reduce Project contributions to regional GHG emissions.

[27] Terry A. Hayes Associates Inc., 2021. Energy Resources Impacts Assessment for the Alta Cuvee Mixed Use Project.
[28] Terry A. Hayes Associates Inc., 2021. Energy Resources Impacts Assessment for the Alta Cuvee Mixed Use Project.
[29] Terry A. Hayes Associates Inc., 2021. Energy Resources Impacts Assessment for the Alta Cuvee Mixed Use Project.

- Water and energy efficient mechanical equipment and electric appliances (i.e., heating, ventilation, and air conditioning [HVAC], water heaters, kitchen appliances and plumbing) that require less usage intensity for operation and comply with Title 24 of the California Government Code, and lighting in accordance with all state and federal regulations, including the California Green Building Standards and the 2019 Title 6 California Energy Code,
- Water efficient landscaping and irrigation systems in compliance with California State law regarding water conservation measures, including Title 24 of the California Government Code
- Installation of 15 electric vehicle charging stations in the subterranean parking garage

The proposed Project would also include enhanced wall and window insulation; high efficiency mechanical equipment, appliances, and lighting; water efficient landscaping and irrigation systems; and installation of electric vehicle charging stations in the subterranean parking garage. The proposed Project would comply with, and exceed, Title 24, Parts 6 and 11, of the California Code of Regulations. The proposed Project would be consistent with the existing Mixed-Use land use designation in the City's General Plan thereby ensuring consistency with RCMU long-term plans for renewable energy and energy efficiency. Regarding natural gas use, SoCalGas would provide natural gas to the Project site, and SoCalGas forecasts that a declining per meter consumption rate across Southern California would secure adequate future capacity.

The 2020-2045 RTP/SCS includes various policies and recommendations related to energy efficiency. As described above, the proposed Project would exceed the minimum building energy efficiency standards of Title 24. The proposed Project would also be consistent with RTP/SCS goals to reduce petroleum use by being locating in a TPA and would not conflict with the RTP/SCS. Therefore, the proposed Project would result in a less than significant impact related to energy plans and energy efficiency.

4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to California Geological Survey Special Publication 42.			X	
ii) Strong seismic ground shaking?		X		
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?		X		
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

The impact analysis presented below is based on the Geotechnical Investigation Report prepared for the proposed Project, which is included as Appendix E to this IS/MND.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to California Geological Survey Special Publication 42.

Less Than Significant Impact. The Project site is not located on any active or potentially active fault zones, nor located within an Alquist-Priolo Earthquake Fault Zone.[30] The closest active fault to the site is the Red Hill Fault located approximately 2.4 miles to the northwest.[31] The Project site is located in a seismically active area, as is most of southern California. However, no active faults are known to cross the Project site. The proposed Project would be designed and constructed in accordance with all applicable federal, state, and local codes relative to seismic criteria.[32]

[30] State of California. 2019. California Geological Survey, Earthquake Zones of Required Investigation Map, available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed October 7, 2020.
[31] U.S. Geological Survey 2006, Quaternary Fault and Fold Database for the United States, available at: http//earthquake.usgs.gov/hazards/qfaults, accessed August 2020.
[32] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan: Public Health and Safety Goals and Policies. Adopted May 19, 2010, updated September 2019.

Compliance with existing regulations would ensure a less than significant impact related to fault rupture.

ii. Strong seismic ground shaking?

Less Than Significant Impact After Mitigation Incorporated. Typical to any site in the Southern California region, the Project site would be subject to ground shaking in the event of an earthquake. Though not identified to be within an active fault zone, the proposed Project would be required to be designed and constructed in accordance with the latest engineering codes.[33] Additionally, the proposed Project would implement **Mitigation Measure GEO-1** and be designed and constructed in accordance with the recommendations provided in the Geotechnical Investigation Report prepared for the proposed Project.[34] With adherence to all applicable building codes and implementation of **Mitigation Measure GEO-1**, impacts related to strong seismic ground shaking would be reduced to less than significant.

***Mitigation Measure*:**

GEO-1: Comply with the recommendations in the Geotechnical Investigation Report. The proposed Project shall be developed in adherence to the design and construction recommendations provided in Section 7 of the *Geocon West, Inc. Geotechnical Investigation Report for the Proposed Multi-Family Residential Development at 12939 Foothill Boulevard, Rancho Cucamonga, California. APN: 0229-311-15*. Recommendations described in the Geotechnical Investigation Report include general earthwork; soil and excavation characteristics; minimum resistivity, pH, and water-soluble sulfate; grading; shrinkage; conventional foundation design; foundation settlement; miscellaneous foundations; lateral design; concrete slabs-on-grade; preliminary pavement design; retaining wall design; dynamic lateral forces; retaining wall drainage; elevator design; temporary excavations and shoring of the soldier pile design and installation; surface drainage; and grading, shoring, and foundation plan review by a Geotechnical Engineer.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction occurs when water saturated sediments are subjected to extended periods of shaking. Pressure increases in the soil pores temporarily alter the soil state from solid to liquid. Liquefied sediments lose strength, in turn causing the failure of adjacent infrastructure, including buildings. Whether a soil would resist liquefaction depends on a number of factors, including grain size, compaction and cementation, saturation and drainage, characteristics of the vibration, and the occurrence of past liquefaction. Granular, unconsolidated, saturated sediments are the most likely to liquefy, while dry, dense, or cohesive soils tend to resist liquefaction. Liquefaction is generally considered to be a hazard where the groundwater is within 30 to 40 feet below the ground surface. With proper soil drainage, the pore pressure, which builds up when ground motion shakes unconsolidated soil, would be more easily dissipated; thus, soils with proper drainage are less likely to liquefy.

[33] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan: Public Health and Safety Goals and Policies. Adopted May 19, 2010, updated September 2019.

[34] Geocon West, Inc. 2020. Geotechnical Investigation, Proposed Multi-Family Residential Development, 12939 Foothill Boulevard, Rancho Cucamonga, California.

Site testing was conducted as part of the Geotechnical Investigation Report prepared for the proposed Project. Based on these analyses, the Geotechnical Investigation Report states the Project site is not located within a state- or City-designated liquefaction area, and that the current groundwater level beneath the Project Site is below 500 feet. As previously discussed, the proposed Project would be designed and constructed in accordance with all applicable codes relative to seismic criteria. Therefore, impacts related to liquefaction would be less than significant.

iv. Landslides?

No Impact. The Project site is located in an area that is relatively flat, with a slight slope in the southern portion of the area. According to the City of Rancho Cucamonga Safety Element, the Project site is not within an area identified as having a potential for slope instability. There are no known landslides near the Project site, nor is the Project site in the path of any known or potential landslides. Therefore, the Project site is not identified as a potential landslide hazard area, and the proposed Project would not expose people or structures to potential adverse effects from landslides. No impact to landslides would occur.

b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?

Less Than Significant Impact After Mitigation Incorporated. The proposed Project would include ground-disturbing activities, such as excavation, grading and filling of soil, landscaping, and paving. The maximum depth of construction would be 16 feet, attributed to the subterranean parking structure, and the estimated amount of soil to be exported would be approximately 62,700 cubic yards. These activities could result in the potential for erosion to occur at the Project site, though soil exposure would be temporary and short-term in nature. Implementation of **Mitigation Measure GEO-1** would incorporate recommendations provided by the Geotechnical Investigation Report prepared for the proposed Project. The Report includes extensive recommendations for desirable excavation depths and lateral measurements specific to the proposed designs of both grade-level and subterranean structures for optimum support and details desirable timing between excavation, grading, and fill, including lagging. Conventional methods have been approved by the Report, and all actions are subject to Occupational Safety & Health Administration standards and are advised to be supervised and monitored by a Geotechnical Engineer. The Report also provides specific recommendations for sloping, shoring, piling, casing, and other such practices. With implementation of **Mitigation Measure GEO-1**, impacts associated with soil erosion of the loss of topsoil would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact After Mitigation Incorporated. As discussed in Sections 4.7(a)(iii) and 4.7(a)(iv), the Project site is not identified as a potential liquefication or landslide hazard area. Lateral spreading is a type of liquefaction-induced ground failure on mildly sloping ground. However, the Project site is located on relatively level ground, and implementation of the proposed Project would not increase the risk of landslides. Therefore, impacts related to liquefaction and landslides would be less than significant.

Subsidence is the lowering of surface elevation due to changes occurring underground, such as extraction of large amounts of groundwater. When groundwater is extracted from aquifers at a rate that exceeds the rate of replenishment, overdraft occurs, which can lead to subsidence. No groundwater

extraction would occur as part of the proposed Project and the Project site has been deemed "low" risk for subsidence[35]. Subsidence is not likely to occur, and impacts are less than significant.

Collapsible soils consist of unconsolidated, low-density materials that may collapse and compact under the addition of excessive water or loading. Collapsible soils are prevalent throughout the southwestern United States, specifically in areas of young alluvial fans. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. The Project area is underlain by Holocene-age alluvial deposits, characterized as medium to very dense, which can support new development.[36] Therefore, caving is not anticipated to occur with implementation of the proposed Project. Nonetheless, the Geotechnical Investigation Report prepared for the proposed Project includes recommendations for use of casing methods during construction to minimize potential impacts. Therefore, implementation of **Mitigation Measure GEO-1** would ensure impacts would be less than significant

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils are clay-based soils that tend to increase in volume as they absorb water and shrink as water is drawn away. Expansive soils can result in damage to structures, slabs, pavements, and retaining walls if wetting and drying of the soil does not occur uniformly across the entire area. The Project site is characterized by "non-expansive" soil with a "very low" risk of expansion during both construction and operation. Therefore, impacts related to expansive soils would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project area is served by the City's wastewater collection, conveyance, and treatment systems through the Cucamonga Valley Water District, and no alternative wastewater disposal systems are proposed as part of the Project. No impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. The Project site is underlain with Holocene age alluvial fan deposits consisting predominately of silty sand.[37] Holocene age alluvium has a low probability of encountering fossil remains and is considered to possess a low paleontological sensitivity. Additionally, no paleontological resources have been encountered at or in the vicinity of the Project site. Therefore, the proposed Project is not anticipated to directly or indirectly destroy a unique paleontological resource or site or unique geological feature. Although not expected to occur, in the event previously uncovered paleontological resources are encountered during Project construction, the construction manager would halt construction activities in the immediate area. A qualified paleontologist would make an

[35] Geocon West, Inc. 2020. Geotechnical Investigation, Proposed Multi-Family Residential Development, 12939 Foothill Boulevard, Rancho Cucamonga, California.
[36] California Geological Survey, 2010, Geologic Compilation of Quaternary Surficial Deposits in Southern California, San Bernardino 30' X 60' Quadrangle, A Project for the Department of Water Resources by the California Geological Survey, dated July 2010.
[37] California Geological Survey, 2010, Geologic Compilation of Quaternary Surficial Deposits in Southern California, San Bernardino 30' X 60' Quadrangle, A Project for the Department of Water Resources by the California Geological Survey, dated July 2010.

immediate evaluation of the significance and appropriate treatment of the resource. Construction activities may continue on other parts of the construction site while evaluation and treatment of paleontological resources take place, if necessary. Compliance with these existing policies would ensure that the impact to paleontological resources would be less than significant.

4.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

The impact analysis presented below is based on the Greenhouse Gases Assessment and revised CalEEMod modeling results prepared for the proposed Project, which are included as Appendices F, K, and L to this IS/MND.

Greenhouse gas (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), keep the average surface temperatures of the Earth close to 60 degrees Fahrenheit. Of all the GHGs, CO_2 is the most abundant gas that contributes to climate change, including through fossil fuel combustion. The other GHGs are less abundant but have a higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. GHG emissions that would be generated by the proposed Project are assessed in units of metric tons of CO2e ($MTCO_2e$).

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. The Greenhouse Gas Emissions Assessment prepared for the proposed Project quantified GHG emissions that would be generated by construction and operation of the proposed Project and evaluates them in the context of adopted plans, policies, and regulations directly applicable to the management and control of GHG emissions from residential land use development projects. Sources of GHG emissions during Project construction would include exhaust produced by heavy-duty off-road diesel equipment and exhaust from on-road vehicular travel to and from the Project site. Construction of the proposed Project would be temporary, and sources present during construction activities would not represent long-term operational emissions. The proposed Project is anticipated to begin operations in 2024. Sources of GHG emissions during future operation of the proposed Project would include energy consumption, landscaping equipment exhaust, residential vehicular travel, water use, and wastewater and solid waste generation. In accordance with SCAQMD

guidance, GHG emissions that would be generated during construction activities are amortized over a 30-year operational lifetime and considered in combination with future operational emissions beginning in 2024.

Estimates of GHG emissions that would be generated by the proposed Project were quantified using CalEEMod (Version 2016.3.2). The emissions model was populated using the project design land use types and sizes and a project-specific construction equipment and vehicle inventory provided by the Applicant. Construction of the proposed Project is anticipated to last for approximately two years between spring 2022 and spring 2024. The GHG emissions analysis evaluated the total mass quantity of GHG emissions that would be generated during construction activities. Additionally, the proposed Project would include an array of design features that would result in operational GHG emissions reductions relative to a standard code-compliant residential land use development project. These features include, but are not limited to, high-efficiency lighting fixtures, drought-tolerant landscaping, water-efficient irrigation systems, low-flow plumbing fixtures, Energy Star appliances, and electric vehicle charging stations. Furthermore, as discussed in Section 1.5.1.4, Sustainable Design Features, the proposed Project would be designed to exceed the 2019 Title 24 energy efficiency standards for residential buildings. Electricity supplied to the proposed Project would be sourced from the Rancho Cucamonga Municipal Utility (RCMU), which in 2020 reported a power mix carbon intensity factor of 630 pounds of carbon dioxide equivalents per megawatt-hour (630 $lbCO_2e/MWh$). Detailed GHG emissions modeling output files can be found in Appendices K and L.

Regarding the impact assessment methodology and thresholds of significance, the CEQA Guidelines provide that a lead agency, “shall make a good faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of [GHG] emissions resulting from a project,” and that a lead agency should consider, “whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project” (§ 15064.4(a)-(b)). When adopting these thresholds, the amended Guidelines allow lead agencies to, “consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence” (§ 15064.7(c)), and/or to develop their own significance threshold. The City as lead agency has determined that a threshold of significance of 3,000 $MTCO_2e$ for GHG emissions is appropriate for the proposed Project. The City based its threshold on the GHG threshold for Mixed Use and non-industrial projects recommended by SCAQMD, an expert agency with primary authority over air pollutants including GHG in the project area.

In 2008, SCAQMD developed and recommended two types of GHG thresholds: (1) separate numerical thresholds for residential projects (3,500 $MTCO_2e$), commercial projects (1,400 $MTCO_2e$), and Mixed Use projects (3,000 $MTCO_2e$); or (2) a singular numerical threshold for all non-industrial projects (3,000 $MTCO_2e$). SCAQMD's GHG Working Group consensus “clearly states that it is at the lead agency's discretion to apply the appropriate threshold to the project for CEQA review. In other words, SCAQMD's recommendation is that the lead agency will need to decide which threshold is most appropriate.” Because the proposed Project is a mixed-use project, the City has determined to utilize SCAQMD's recommended threshold for mixed-use projects (3,000 $MTCO_2e$). These SCAQMD thresholds were developed using substantial evidence by the SCAQMD GHG Working Group—a group of various resource agencies, cities, counties, utilities, and environmental groups—with the objective of capturing 90 percent of GHG emissions from larger projects above the screening threshold and allowing smaller projects to be implemented without further investigation of possible mitigative elements. Additionally, the long-term goal of Executive Order S-3-05 to reduce statewide GHG emissions to 80 percent below 1990 levels by 2050 formulated the basis of the SCAQMD recommendation, which is also consistent

with analysis published by the California Air Pollution Control Officer's Association in its 2008 White Paper on CEQA and Climate Change.

The proposed Project would generate GHG emissions during temporary construction activities and future long-term operations. Construction of the proposed Project would generate a total of approximately 2,991.78 $MTCO_2e$, which equates to approximately 99.7 $MTCO_2e$ annually over a 30-year amortization schedule. Table 4.8-1 presents the estimated annual GHG emissions that would be generated by operation of the proposed Project beginning in 2024 from area, energy, mobile, water, and waste sources, as well as the amortized construction emissions.

Table 4.8-1. Estimated Annual Greenhouse Gas Emissions

Source Category	Annual GHG Emissions ($MTCO_2e$ per year)
Amortized Construction Emissions (Direct)	99.7
Area Source Emissions (Direct)	11.6
Energy Source Emissions (Indirect)	700.1
Mobile Source Emissions (Direct)	1,659.6
Solid Waste Disposal Emissions (Indirect)	304.7
Water Supply and Wastewater Treatment (Indirect)	159.5
Total Annual GHG Emissions	**2,935.3**
Threshold	**3,000**
Exceed Threshold?	**No**

Source: TAHA 2022

Annual operating emissions would be approximately 2,935.3 $MTCO_2e$ in 2024, which is below the significance threshold value of 3,000 $MTCO_2e$. This mass quantity of annual GHG emissions is conservative in nature and likely overestimates emissions that would be generated by proposed Project operations due to expected augmentation of renewable energy resources in the electricity power mix. As RCMU derives more of its electrical power delivered to customers from renewable resources that do not emit indirect GHG emissions, the carbon intensity of its power mix will decrease. Senate Bill 100 mandates that all electricity generators in the state supply 60 percent of their power mix from renewable sources by 2030, with interim targets of 44 percent by the end of 2024 and 52 percent by the end of 2027. Nevertheless, estimated GHG emissions that would be generated by implementation of the proposed Project would have a less than significant cumulative impact on the environment.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The GHG emissions reduction plans that are most directly relevant to the proposed Project include CARB's 2017 Climate Change Scoping Plan (Scoping Plan) at the State level, the SCAG Connect SoCal 2020–2045 RTP/SCS and the San Bernardino Regional GHG Reduction Plan at the regional level, and the Rancho Cucamonga Sustainable Community Action Plan at the local level. Through the San Bernardino Regional GHG Reduction Plan, the City selected a goal to reduce community GHG emissions to a level 40 percent below 2016 GHG emissions by 2030. The San Bernardino Regional GHG Reduction Plan and the City's Sustainable Community Action Plan focused on achieving a 15 percent reduction relative to 2008 levels by the end of 2020. Operation of the proposed Project is anticipated to begin in 2024 and therefore would not conflict with or obstruct implementation of strategies to reduce GHG emissions by the end of 2020. This discussion focuses on existing GHG emissions reduction plans, and therefore the 2035 regional target is the most applicable.

The CARB Scoping Plan and associated updates are designed to assist lead agencies in reducing regional and local GHG emissions. The Scoping Plan and updates emphasize the importance in the role of local agencies in setting policies to reduce VMT through land use planning stating, "While the State can do more to accelerate and incentivize these local decisions, local actions that reduce VMT are also necessary to meet transportation sector-specific goals and achieve the 2030 target under SB 32". The Scoping Plan recommends that local agencies adopt policies to reduce VMT through land use and community design, transit-oriented development, street design policies that prioritize transit, biking and walking, and by increasing low carbon mobility choices.

In accordance with this recommendation, the City has adopted policies in the City's 2010 General Plan and GHG reduction measures identified in the San Bernardino Regional GHG Reduction Plan, GHG emissions in the City would be reduced by promoting sustainable development, creating a sustainable jobs-housing balance, incorporating smart growth practices, reducing operational energy requirements through sustainable and complementary land use patterns, promoting pedestrian-friendly development and supporting development projects that are designed to facilitate convenient access for pedestrians, bicycles, transit, and automobiles. The proposed Project is located in a TPA, which would contribute to reduced VMT by locating new housing in an area with convenient access to public transit. This type of compact, urban development along public transportation lines would be consistent with policies in the Scoping Plan and updates. The proposed Project promotes concentrated multi-family residential development in close proximity to transit stations and corridors in order to conserve resources and create more sustainable development pattern by encouraging transit ridership and walking as mobility alternatives to reduce automobile dependence. As discussed above, the proposed Project would be designed to exceed the 2019 Title 24 energy efficient standards.

The Project's location within the TPA and the energy efficient design ensure that the proposed Project would be consistent with City's GHG reduction plans and policies. Additionally, the proposed Project was screened from a VMT analysis as set forth in the Transportation (4.17) section for the following reasons:

- Project is located within a half-mile of high quality transit: Omnitrans Route 66 alignment providing 15-minute peak hour headways is within a half-mile.
- Project has a Floor Area Ratio equal to or greater than 0.75 (proposed Project is greater than 1.0).
- Project is consistent with RTP/SCS land use assumptions: proposed Project includes 260 multifamily units, Connect SoCal 2020 RTP/SCS forecasts approximately 9,600 additional housing units in the City, of which approximately 5,184 will be multifamily. The proposed Project would not introduce a disproportionate amount of growth that would result in SCAG assumptions being rendered invalid.
- Project would not replace affordable housing units with market-rate housing units: The site is currently vacant; no affordable units would be displaced.

The proposed Project is consistent with SCAG forecast assumptions and is exempt from a VMT analysis, and therefore no further performance-based analysis is warranted.

Through collaborative initiatives under Senate Bill 375, CARB and SCAG set a regional GHG emissions reduction target of 19 percent below 2005 per capita levels by 2035 that is incorporated into the Connect SoCal 2020–2045 RTP/SCS. The GHG emissions that are the subject of the reduction target are those produced by light- and medium-duty vehicles. The Connect SoCal 2020–2045 RTP/SCS emphasizes the prioritization of residential development in Transit Priority Areas (TPA(s)) with convenient access to public transit, job centers, and multimodal hubs. The proposed Project is located in a TPA and

therefore is considered to have less than significant impacts related to transportation and regional transportation planning according to the City of Rancho Cucamonga Transportation Impact Analysis Guidelines.

In addition to being consistent with the City's transportation planning initiatives and the Connect SoCal 2020–2045 RTP/SCS, GHG emissions that would be generated by construction and operation of the proposed Project would result in a less than significant impact. Future operation of the proposed Project would generate a maximum of approximately 2,668.0 $MTCO_2e$ annually, which is below the SCAQMD recommended threshold value of 3,000 $MTCO_2e$ per year. In future years beyond 2024, annual GHG emissions would be incrementally lower as RCMU procures more of its power mix from renewable resources and the regional on-road vehicle fleet becomes more fuel efficient on average. A power mix supplied by augmented renewable resources and a vehicle fleet with more fuel efficient and alternative-fueled vehicles will reduce GHG emissions from electricity generation and on-road motor vehicles, respectively. Furthermore, the proposed Project would include design features that would enhance energy efficiency and reduce its contribution to regional GHG emissions. Relevant design features include:

- Enhanced window insulation,
- High Efficiency Heating, Ventilation, and Air Conditions systems,
- Very high efficiency lights in all units and fixtures,
- Energy Star appliances (refrigerator, dishwashers, washing machines), and
- Provision of electric vehicle charging stations in the parking garage.

Implementation of the proposed Project would not conflict with or obstruct any plan, policy, or regulation adopted to reduce GHG emissions, and impacts would be less than significant.

4.9 HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Be located on a site that 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?				**X**
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			**X**	
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			**X**	

The impact analysis presented below is based on the Phase I Environmental Site Assessment prepared for the proposed Project, which is included as Appendix G to this IS/MND.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Implementation of the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction activities would be temporary in nature and would involve the limited transport, storage, use, and disposal of hazardous materials. Such hazardous materials could include on-site fueling/servicing of construction equipment, and the transport of fuels, lubricating fluids, and solvents. These types of materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control, United States Environmental Protection Agency, the Occupational Safety & Health Administration, the Rancho Cucamonga Fire Protection District, and the Los Angeles County Department of Public Health. The transport, use, and disposal of construction-related hazardous materials would occur in accordance with applicable federal, state, and local regulations governing such activities including federal Occupational Safety & Health Administration, California Division of Occupational Safety and Health, and Title 40, Code of Federal Regulations Part 312. Additionally, the Phase I Environmental Site Assessment prepared for the proposed Project did not identify and hazardous wastes at the Project site. Therefore, with adherence to existing regulations, the short-term construction impact would be less than significant.

Operation of the proposed Project may involve limited transport, use, or disposal of hazardous materials, such as oils, pesticides, or chemicals. Any chemicals or pesticides related to the maintenance of the buildings, proposed underground parking structure, and landscaping throughout the amenity space and improvements would be stored in relatively small quantities in appropriate

containers and handled in accordance with the manufacturer's instructions to protect the health and safety of the public and the environment. As such, the operational impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The Project site is not located on or near a known oil field or gas wells, and thus it is not likely that the presence of methane or other volatile gases would occur.[38] Construction may involve the transport, storage, use or disposal of some hazardous materials, such as on-site fueling/servicing of construction equipment. These types of materials are not acutely hazardous. All construction activities involving the transportation, usage, and disposal of hazardous materials would be subject to federal, state, and local health and safety requirements. Such transport, use, storage, and disposal would not create a significant hazard to workers or the community. Also, as discussed in the Project BMPs listed in Section 1.5.3, prior to construction, the project contractor would develop an emergency response plan to be approved by the RCFPD and the City Planning Director as part of the required Design Review or spill prevention plan in compliance with the City's Local Hazard Mitigation Plan (LHMP) under the City's Safety Element which is currently being updated as part of the General Plan Update.[39] Project personnel would have available adequate spill containment and cleanup resources on site at all times and be prepared to contain, control, clean up, and dispose of any potential fuel spill quickly and completely. During construction, project personnel would follow all applicable rules and regulations governing the storage, transportation, use, handling, and disposal of hazardous materials. Construction impacts related to the release of hazardous materials would be less than significant.

As discussed previously, the long-term operation of the proposed Project may involve the limited use of hazardous materials related to maintenance or landscaping. Any chemicals, oils, or pesticides related to the maintenance of the buildings, proposed underground parking structure, and landscaping throughout the amenity space and improvements would be stored in relatively small quantities in appropriate containers and handled in accordance with the manufacturer's instructions to protect the health and safety of the public and the environment. Impacts related to the release of hazardous materials would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. Sacred Heart Parish School is 0.4 miles from the Project site and is the closest school in the area. Project construction would involve the handling of hazardous materials (i.e., fuels, lubricants, and oils). However, construction activities are temporary in nature and the handling of minor amounts of hazardous materials would follow applicable regulations. Additionally, as discussed, the proposed Project would not pose a substantial risk involving the routine transport, use, and disposal of hazardous materials. Furthermore, the proposed Project is a residential development, and Project operations would generate limited industrial wastes or toxic substances confined to maintenance or landscaping

[38] California Department of Conservation, 2020, Geologic Energy Management Division (CalGEM), Well Finder, available at: https://maps.conservation.ca.gov/doggr/wellfinder/, accessed August 2020.

[39] City of Rancho Cucamonga. 2020. Rancho Cucamonga General Plan Update: Natural Hazards Existing Conditions Report, available at: https://www.cityofrc.us/sites/default/files/2020-06/PlanRC_ExistingConditionsReport_Hazards_May2020.pdf, accessed June 14, 2021.

uses. As such, there would be no impact associated with the emission of hazardous materials near an existing or proposed school.

d) Be located on a site that 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?

No Impact. The Project site is not included on any hazardous waste site lists including the Department of Toxic Substances Control's EnviroStor database, which includes CORTESE sites, the State Water Resources Control Board's GeoTracker site, the Environmental Protection Agency's database of regulated facilities, or other lists compiled pursuant to Section 65962.5 of the Government Code.[40,41,42] As such, the proposed Project would not create a significant hazard to the public or the environment, and no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact. The City of Rancho Cucamonga is one of several cities within close proximity to the LA/Ontario International Airport, which is located in the City of Ontario, that participates in the Ontario International Airport Land Use Compatibility Plan.[43] However, the Project site is not within an Airport Influence Area, Safety Zone, Noise Impact Zone, Airspace Protection Zone, or Overflight Notification Zone.[44] Additionally, the Project site is located approximately eight miles northeast of the LA/Ontario International Airport. As such, the proposed Project would not result in a safety hazard or excessive noise for people residing and working in the Project area. Impacts would be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. During construction activities, vehicles and equipment would access the Project site via Foothill Boulevard and Etiwanda Avenue. Temporary lane closures are anticipated during construction of the proposed Project. Project activities would be confined to the Project site with the exception of haul trucks and lane modifications and restriping activities. During construction, ingress and egress to the site and surrounding area, particularly for emergency response vehicles, would be maintained at all times. As discussed in Section 1.5.3 Project BMPs, the proposed Project would coordinate with emergency response agencies, including the RCFPD and police department regarding construction schedules and worksite traffic control plans to coordinate emergency response routing and maintain emergency access. This emergency response plan would comply with the San Bernardino County Emergency Operations Plan (EOP) and the City's LHMP, which is currently part of the City's

[40] California Department of Toxic Substances Control, EnviroStor Database, Search by Map Location, available at: http://www.envirostor.dtsc.ca.gov/public/, accessed October 14, 2020.
[41] California State Water Resources Control Board, GeoTracker Database, Search by Map Location, available at: http://geotracker.waterboards.ca.gov/map/, accessed October 14, 2020.
[42] United States Environmental Protection Agency, Envirofacts Database, available at: https://enviro.epa.gov/, accessed October 14, 2020.
[43] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan: Aviation Hazards and Airport Compatibility Plan. Adopted May 19, 2010, updated September 2019.
[44] City of Ontario. 2011. The Ontario Plan: A Framework for The Future – Ontario International Airport Land Use Compatibility Plan for LA/Ontario International Airport, available at: http://www.ontarioplan.org/alucp-for-ontario-international-airport/, accessed on October 14, 2020.

General Plan Update. As part of the required Design Review, the plan would require approval by the City's Planning Director. Implementation of an emergency response plan would ensure that construction activities, including temporary lane closures, would not interfere with the City's own emergency response measures. In addition, operation of the proposed Project would not alter the adjacent street system. Therefore, construction and operation of the proposed Project would not interfere with implementation of an adopted emergency response plan or emergency evacuation plan. The impact would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The Project site is currently vacant and undeveloped; surrounding areas are completely developed and there are no wildlands adjacent to the site. During construction of the proposed Project, safe handling of flammable products would be required. Additionally, construction crews would have fire-suppression equipment available on-site to respond to the accidental ignition of a fire. When in operation, the Project would not increase the risk of wildland fires. As a future development, the Project would be required by the City to prepare a Fire Protection Plan that includes measures consistent with the unique problems resulting from the location, topography, geology, flammable vegetation, and climate of the proposed development site. The Plan must also address water supply, access, building ignition fire resistance, fire protection systems and equipment, defensible space, vegetation management, and maintenance requirements of flammable objects. The Fire Protection Plan would ensure that people and structures are neither directly or indirectly exposed to a significant risk of loss, injury, or death involving wildland fires. Impacts to wildland fires would be less than significant.

4.10 HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would:				
	i) Result in substantial erosion or siltation on- or off-site?			X	
	ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
iv) Impede or redirect flood flows?			X	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. Construction activities have the potential to degrade water quality through the exposure of surface runoff to exposed soils, dust, and other debris, as well as from runoff from construction equipment. During operation, the residential development may expose surface runoff to pesticides/herbicides and chemicals associated with maintenance and landscaping and pathogens and trash/debris associated with residential activities. The development of the currently vacant property at the Project site would increase impermeable surfaces which could increase stormwater runoff. As part of the proposed Project, on-site storm drain facilities would be constructed to convey runoff to the existing storm drain located in Foothill Boulevard. As described above, the proposed Project would develop and implement an Erosion Control and Grading Plan, SWPPP and WQMP for construction activities that would contain BMPs to minimize the amount of water discharge and runoff from the Project site and reduce pollutants entering the storm drain system to the maximum extent practicable. Additionally, the proposed Project would be required to comply with and obtain a NPDES MS4 Permit from the Santa Ana RWQCB for stormwater control to minimize the discharge of pollutants. With implementation of the Erosion Control and Grading Plan, SWPPP, and WQMP BMPs and compliance with the Santa Ana RWQCB MS4 permit and the City's Storm Water and Urban Runoff Management and Discharge Control Ordinance, impacts related to water quality and discharge would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. Site testing conducted as part of the Geotechnical Investigation Report prepared for the proposed Project did not encounter groundwater in the borings drilled to a maximum depth of 71 feet below ground surface. A review of groundwater monitoring well records located approximately 1.5 miles north of the Project site indicated groundwater levels below 500 feet. During construction, the proposed Project would not require excavation to a depth that would encounter groundwater (i.e., maximum depth of excavation would be 16 feet), affect the rate of groundwater recharge, or involve the extraction of

groundwater. Additionally, the proposed Project does not involve any direct extraction of groundwater. The Project site is currently vacant and undeveloped and is not formerly or currently a source for groundwater extraction, and thus would not interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. As such, there would be no impacts to groundwater supply and recharge.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would:

i. Result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. Surface water drainage at the site occurs by sheet flow towards an existing earthen swale that bisects the Project site in a north-south direction in the eastern third of the Project site. An easement for an existing water line was observed along the northern site boundary.[45] As previously discussed in Section 4.7(b), erosion due to construction activity is possible, but would be short-term and limited to the construction period. The proposed Project would implement construction erosion BMPs as part of the Erosion Control and Grading Plans, SWRCB mandated SWPPP, and WQMP. These plans would be reviewed and approved by the City of Rancho Cucamonga Department of Public Works prior to Project construction. Substantial erosion would be prevented by typical BMPs that may include minimizing the extent of disturbed areas and duration of exposure; stabilizing and protecting disturbed areas; keeping runoff velocities low; retaining sediment within the construction area; using of silt fences or straw wattles; temporarily stabilizing soil; temporarily implementing drainage inlet protection; temporarily diverting water around the immediate work area; and minimizing debris from construction vehicles on roads providing construction access. As such, impacts related to substantial erosion or siltation impacts would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less than Significant Impact. The Project site is currently undeveloped with pervious surfaces and located in an area that is relatively flat, with a slight slope in the southern portion of the area. The proposed Project would construct two residential buildings, a subterranean garage, and a paved surface parking lot, increasing the impervious surface area of the Project site by approximately 5.2 acres, with the exception of landscaped areas. The increase in impervious surface area would increase stormwater runoff and could potentially result in flooding or ponding. To account for the possibility of ponding, site grading and a system of drainage inlets have been incorporated into the design so that increased surface runoff would overflow into the next drainage area inlet for discharge. This would allow the surface runoff to overflow the parking lot curb to discharge within a graded swale behind the parking lot retaining wall within the proposed 10-foot landscape planter. The graded swale would convey the overflow water to the drain culvert on the southern boundary that extends between two existing single family lots for discharge into Chestnut Avenue, which is the current drain outlet for the entire site. This system design would only be utilized for a small portion of the landscape planter area and this emergency overflow component. The proposed Project would incorporate BMPs contained in the Erosion Control and Grading Plans, SWRCB mandated SWPPP, and WQMP to sufficiently capture and infiltrate stormwater runoff.

[45] Geocon West, Inc. 2020. Geotechnical Investigation, Proposed Multi-Family Residential Development, 12939 Foothill Boulevard, Rancho Cucamonga, California.

These plans would be reviewed and approved by the City of Rancho Cucamonga Department of Public Works prior to Project construction Impacts associated with surface runoff resulting in flooding would be less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. As discussed in Sections 4.10(a) and 4.10(c)(ii), the proposed Project would increase the impervious surface area at the Project site. However, the proposed Project would construct on-site storm drain facilities to convey runoff to the existing storm drain located in Foothill Boulevard and implement BMPs contained in the Erosion Control and Grading Plans, SWPPP, and WQMP to capture and infiltrate stormwater runoff during Project construction and operation. These plans would be reviewed and approved by the City of Rancho Cucamonga Department of Public Works prior to Project construction. Drainage inlets would be designed to prevent possible ponding, where overflow of one inlet would direct stormwater to the following inlet. This would allow the potential ponding to overflow the parking lot curb and to discharge within a graded swale behind the parking lot retaining wall within the proposed 10-foot landscape planter. The graded swale would convey the overflow water to the existing storm drain culvert on the southern boundary that extends between two existing single family lots for discharge into Chestnut Avenue, which is the current storm drain outlet for the entire site. This system design would only be utilized for a small portion of the landscape planter area and this emergency overflow component. The proposed Project is a residential development and may expose surface runoff to pollutants associated with maintenance and landscaping activities and residential activities. Operation of the proposed Project would not provide additional sources of polluted runoff, and therefore would not exceed the capacity of the existing stormwater drainage system. Impacts would be less than significant.

iv. Impede or redirect flood flows?

Less than Significant Impact. A 100-year flood is a flood defined as having a 1.0 percent chance of occurring in any given year. The Project site is located within a Federal Emergency Management Agency (FEMA) Zone X-designated area defined as an area of minimal flood hazard which are areas outside of the special flood hazard area and higher than the elevation of the 0.2-percent annual chance flood.[46] The Project site is located within the San Bernardino County Flood Control District's Flood Control District Zone 1 and is located approximately 0.4-mile west of the Etiwanda and San Sevaine Channel.[47] As discussed in Section 4.10(c)(ii), the proposed Project would construct on-site storm drain facilities to convey runoff to the existing storm drain located in Foothill Boulevard and incorporate BMPs contained in the Erosion Control and Grading Plans, SWPPP, and WQMP which would minimize, infiltrate, and direct runoff to the Etiwanda and San Sevaine Channel. Impacts related to impeding or redirecting flood flows would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

[46] United States Department of Homeland Security. 2014. Federal Emergency Management Agency (FEMA), National Flood Hazard Layer (NFHL) Viewer, available at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd, accessed on: October 18, 2020.

[47] San Bernardino County Department of Public Works. District Zones, available at: http://cms.sbcounty.gov/dpw/FloodControl/DistrictZones.aspx, accessed October 12, 2020.

Less Than Significant Impact. The Project site is not located within a coastal area. Therefore, tsunamis are not considered a hazard at the site. Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the Project site. Therefore, release of pollutants resulting from a seismically induced seiche is considered unlikely.

As discussed in Section 4.10(c)(iv), the Project site is designated as a FEMA Area of Minimal Flood Hazard and not located within a 100-year flood zone.[48] The proposed Project would construct on-site storm drain facilities to convey runoff to the existing storm drain located in Foothill Boulevard and incorporate BMPs contained in the Erosion Control and Grading Plans, SWPPP, and WQMP which would minimize, infiltrate, and direct runoff to the Etiwanda and San Sevaine Channel. Impacts related to the risk of release of pollutants due to flooding would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Project is within the jurisdiction of the Santa Ana RWQCB, which has adopted a Water Quality Control Plan (Basin Plan) to define water quality standards and the required plans and permits to implement water quality control. In accordance with the Basin Plan, the proposed Project would develop and implement an Erosion Control and Grading Plan, SWPPP, and WQMP to control runoff from the Project site during construction and operation. The proposed Project would also be required to comply with and obtain a NPDES MS4 Permit from the Santa Ana RWQCB for stormwater control to minimize the discharge of pollutants. As discussed in Section 4.10(b), the proposed Project would not impede sustainable groundwater management of the basin. Therefore, the proposed Project would not obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant with mitigation.

4.11 LAND USE AND PLANNING

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Physically divide an established community?				X
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

[48] United States Department of Homeland Security. 2014. Federal Emergency Management Agency (FEMA), National Flood Hazard Layer (NFHL) Viewer, available at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd, accessed on: October 18, 2020.

a) Physically divide an established community?

No Impact. The Project site is currently vacant land located at the southeast corner of Etiwanda Avenue and Foothill Boulevard. Surrounding properties include single-family residences, a shopping center, condominiums, and vacant land.

The proposed Project would construct a 260-unit apartment complex on 5.2 acres, and would include 259 apartments and 1 live-work unit, 528 total subterranean and surface parking spaces, approximately 5,500 square feet of indoor amenity space, outdoor amenity space, sidewalks along Etiwanda Avenue and Foothill Boulevard, vehicular access from both streets, landscaping surrounding the complex, and the replacement of the existing 12 kV powerlines running along Etiwanda Avenue from aboveground to underground.

The proposed Project would develop currently vacant property that is consistent with the Mixed Use District and the goals of the PlanRC General Plan update to expand housing production to accommodate the increased housing allocations from the Regional Housing Needs Assessment and streamline the development review process. It would improve pedestrian safety and access in the Project area through the provision of sidewalks, underground power lines, and landscaping. The proposed Project would enhance connectivity to the surrounding areas by activating the vacant Project site with residential uses. The Project would not physically divide any current land uses or divide the established surrounding community, and no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The General Plan designation for the Project site is City Corridor High. In January 2016, the Rancho Cucamonga City Council approved a General Plan Amendment which changed the land use designations for multiple parcels located along Foothill Boulevard to Mixed Use. The Project site was identified as one of the parcels and the land use designation changed from General Commercial to Mixed Use. In December 2021, the City Council adopted PlanRC, an update to the General Plan. Adoption of this update included changes to land use designations. The Project site was changed from Mixed Use to City Corridor High. The Project site is located within Subarea 4 of the Foothill Boulevard Overlay Zoning District and is designated Urban Corridor. The Mixed Use District standards and criteria shall be applied to facilitate and accommodate development of the proposed Project at the density allowed on the site by the General Plan and proposed by the proposed housing development project.

Additionally, as discussed in Section 4.1(c), Aesthetics, the Project site also falls within the Foothill Boulevard Visual Improvement Plan, with which the Project's streetscape elements would be compliant.

The total building density of the Project site would be 50 dwelling units per acre (du/ac), which would be consistent with the maximum permitted density of 60 du/ac allowed in the Mixed Use District. The total building height would be 60 feet, which would be within the allowable maximum allowable height of 7 stories in the Mixed Use District.

The proposed Project would fulfill the following relevant policies consistent with the 2010 General Plan[49]:

- **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.
- **Policy LU 1.2**: Designate appropriate land uses to serve local needs and be able to respond to regional market needs, as appropriate.
- **Policy LU 1.5**: Development of densities and intensities shall be implemented within the ranges specified in the General Plan; neither higher nor lower than the limits of the range.
- **Policy LU 2.1**: Plan for vibrant, pedestrian-friendly Mixed Use and high-density residential areas at strategic infill locations along transit routes.
- **Policy LU 2.3**: Provide direct pedestrian connections between development projects where possible.
- **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.
- **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.
- **Policy LU 4.1**: Provide new Mixed Use development opportunities along the Foothill Boulevard Corridor to allow Residential, commercial, and civic uses, and to accommodate both transit and automobiles.
- **Policy LU 8.2**: Approve only those residential densities that do not exceed the capacity of the land or the ability to reasonably provide public services and adequate public safety.

With conformity with the General Plan and Foothill Boulevard Visual Improvement Plan and compliance with the maximum density and height allowances for the Mixed Use District, the proposed Project would not conflict with any applicable land use plan, policy or regulation. Impacts would be less than significant.

4.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**

[49] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan. Adopted May 19, 2010, updated September 2019.

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to the California State Department of Conservation, California Geological Survey, Mineral Land Classification of the Greater Los Angeles Area (1987), the Project site does not contain a significant mineral resource.[50] The Project site has been designated within Mineral Resource Zone 3 (MRZ-3), which classifies it as an area where the significance of mineral deposits cannot be determined from the available data.

Additionally, the General Plan Resource Conservation Element does not identify the Project site as being located in an area of regional significant aggregate resources. The Project site is located approximately 1.5 miles to the closest regionally significant aggregate resource, Lytle Creek Fan, which has potential aggregate reserves of 210,800,000 short tons.[51]

The Project site is not known to have any mineral resources of significance; therefore, the proposed Project would not result in the loss of availability of a known mineral resource. No impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As discussed in Section 4.12(a), no known mineral resource exists on or near the Project site. Additionally, according to the Rancho Cucamonga 2010 General Plan Update Draft Program EIR, the Project site's designation as MRZ-3 would not result in the Project delineating from the City's General Plan.[52] Therefore, implementation of the proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site, and no impact would occur.

4.13 NOISE

[50] State of California. 1987. Department of Conservation, California Geological Survey, Mineral Land Classification of the Greater Los Angeles Area, available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc, accessed on October 6, 2020.
[51] City of Rancho Cucamonga. 2019. General Plan. Chapter 6: Resource Conservation. Last Updated September 2019.
[52] City of Rancho Cucamonga. 2010. Rancho Cucamonga General Plan Update Draft Program EIR.

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:					
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		**X**		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		**X**		
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, would the project expose people residing or working in the project area to excessive noise levels?				**X**

The impact analysis presented below is based on the Noise Assessment prepared for the proposed Project, as well as revised inputs for the Federal Highway Administration's Traffic Noise Model (TNM), which are included as Appendices H and L to this IS/MND.

The standard unit of measurement for noise is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. The noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}). L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

The impact analysis is predicated on the location of noise- and vibration-sensitive land uses and the existing setting. Sensitive receptors are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. They typically include residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas. The Project area is primarily located adjacent to residential land uses, although commercial land uses are located west of the Project site.

Existing noise levels are dominated by traffic on Foothill Boulevard and Etiwanda Avenue. In addition, Interstate 15 freeway is located approximately 1,800 feet northwest of the Project site at the nearest point and the Auto Club Speedway is located approximately 1.3 miles to the southeast. The existing noise levels were monitored on Wednesday October 7, 2020 from 9:30 to 11:30 in 15-minute increments along major arterial roads such as Foothill Boulevard and residential streets such as Chestnut Avenue. This time of day represents a typical construction time without the added noise source of peak hour traffic. Measurements were taken during the COVID-19 pandemic during a Statewide stay at home order. Based on observations of traffic data in other areas of Southern California, the majority of the reduction in vehicle trips related to COVID-19 primarily occurred in the a.m. and p.m. peak hour periods. Midday traffic volumes have been

observed to only be moderately reduced compared to the pre-pandemic era. Traffic volumes on local residential streets are likely the same as the pre-pandemic era. Noise measurements were taken during the off-peak hour midday period and are representative of existing conditions in the project area. Furthermore, the measured noise levels are consistent with noise levels monitored during the pre-pandemic era for similar noise environments. Monitored noise levels ranged from 52.5 to 70.8 dBA Leq. The location of noise measurements and noise levels are shown in Table 4.13-1.

Table 4.13-1. Existing Ambient Noise Levels

Noise Monitoring Location	Noise Level (dBA, L_{eq})
Residence (8011 Etiwanda Ave.)	67.7
Residence (Foothill Blvd.)	70.8
Residence (13015 Vine St.)	52.5
Residence (12985 Chestnut Ave.)	55.6
Commercial (Etiwanda Ave.)	68.8

Source: TAHA 2021.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

In accordance with the RCMC Section 17.66.050 standards, the proposed Project would result in a significant noise impact if:

- Construction noise levels at a residential land use, school, church or similar type of use exceed 65 dBA when measured at the adjacent property line between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday;
- Construction noise levels at a commercial or industrial use exceed 70 dBA when measured at the adjacent property line between the hours of 6:00 a.m. and 10:00 p.m. on weekdays, including Saturday and Sunday;
- Operational noise levels at the exterior of nearby residential land uses exceed 65 dBA from 7:00 a.m. to 10:00 p.m. and 60 dBA from 10:00 p.m. to 7:00 a.m. RCMC Section 17.66.050 includes adjustments for various types of noise that may be taken into consideration; and/or
- Operational noise levels at the interior of nearby residential land uses exceed 50 dBA from 7:00 a.m. to 10:00 p.m. and 45 dBA from 10:00 p.m. to 7:00 a.m. RCMC Section 17.66.050 includes adjustments for various types of noise that may be taken into consideration.
- Operational mobile noise levels would result in an incremental increase of 3 dBA L_{eq} above the ambient noise level, which is considered a perceptible noise increase.[53] This threshold is appropriate when mobile noise levels already exceed City standards under existing and future no project conditions.
- Haul truck noise level would increase existing ambient noise levels by plus five dBA for a cumulative period of more than ten minutes in any one hour, consistent with Section 17.66.050 of the Code.

Construction

Less Than Significant Impact After Mitigation Incorporated. The proposed Project would be constructed in a similar manner as other urban infill projects located in the City. A mix of typical

[53] Caltrans, *Technical Noise Supplement, Page 2-45, Table 2-10: Relationship between Noise Level Change, Factor Change in Relative Energy, and Perceived Change*, September 2013.

construction equipment - backhoes, loaders, compressors, and trucks - would be used to clear the development site, excavate the subterranean parking level, and construct the structures. Table 4.13-1 summarizes noise levels produced by construction equipment that is commonly used for urban infill projects.

Table 4.13-2. Noise Level Ranges of Typical Construction Equipment

Construction Equipment	Noise Level at 50 feet (dBA, Leq)
Backhoe	73.6
Compactor	76.2
Compressor (air)	73.7
Concrete Mixer Truck	74.8
Concrete Saw	82.6
Excavator	76.7
Flat Bed Truck	70.3
Front End Loader	75.1
Generator	77.6
Gradall (forklift)	79.4
Grader	81.0
Paver	74.2
Pickup Truck	71.0
Roller	73.0
Scraper	79.6

Source: Federal Highway Administration, *Roadway Construction Noise Model*, Version 1.1, 2008.

Noise levels would fluctuate depending on equipment type, horsepower, and atmospheric conditions, among other factors. Based on the noise levels presented in Table 4.13-2, construction equipment is expected to generate noise levels ranging from approximately 70.3 dBA to 82.6 dBA L_{eq} at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance. Table 4.13-3 assumes multiple pieces of construction equipment would be operating simultaneously and presents the combined noise level produced by such activity.

Table 4.13-3. Typical Outdoor Construction Noise Levels

Construction Method	Noise Level at 50 feet (dBA, Leq)
Ground Clearing	84
Site Preparation	89
Foundations	78
Structural	85
Finishing	89

Source: USEPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Based on Table 4.13-3, when considered as an entire process with multiple pieces of equipment, project-related construction activity (i.e., ground clearing and site preparation) would generate noise levels between 84 and 89 dBA Leq at 50 feet. Daytime construction noise is not typically a concern for human health and is a common occurrence within the urban environment. The impact analysis is based on the construction time limits in the RCMC including the allowable hours of construction and the base

level noise standard of 65 dBA L_{eq} for residential uses and 70 dBA L_{eq} for commercial uses measured at the property line. The construction noise standards are interpreted as an hourly L_{eq} noise level as this would represent what sensitive receptors would experience during a typical construction hour. Construction would occur Monday through Saturday from 7:00 a.m. to 7:00 p.m. and would comply with the allowable hours of construction in the RCMC. Table 4.13-3 shows the construction noise levels of the proposed Project for sensitive receptors adjacent to the Project site.

Table 4.13-4. Construction Noise Levels - Unmitigated

Sensitive Receptors	Distance (feet)	Intervening Building[1]	Maximum Noise Level (dBA, Leq)	Threshold (dBA, Leq)	Exceed Threshold?
Residences adjacent to the south and east	50	0.0	89.0	65.0	Yes
Residences to the south	180	0.0	77.9	65.0	Yes
Residences to the north	190	4.5	72.9	65.0	Yes
Residences to the east	200	4.5	72.5	65.0	Yes
Residences to the southwest	330	4.5	68.1	65.0	Yes
Residences to the northeast	420	4.5	66.0	65.0	Yes
Residences to the north	470	7.5	62.0	65.0	No
Residences to the south and east	500	7.5	61.5	65.0	No
Single-family residences to the north	540	0.0	68.3	65.0	No
Commercial use to the west	120	0.0	81.4	70.0	Yes
Commercial use to the northwest	500	0.0	69.0	70.0	Yes

Source: TAHA 2020

1 Includes a reduction of 4.5 dBA for the first intervening row of buildings and 1.5 dBA for each subsequent row.

As shown in Table 4.13-4, construction noise levels would exceed the residential and commercial construction noise standards at the majority of nearby sensitive receptors. Therefore, without mitigation, impacts related to on-site construction noise would be significant. The proposed Project would be required to comply with **Mitigation Measures N-1 through N-6**, which are measures to control noise levels, including engine mufflers and noise blanket barriers. These mitigation measures would reduce noise levels associated with individual pieces of equipment and combined construction noise levels. Table 4.13-5 shows the mitigated noise levels associated with construction activities.

Table 4.13-5. Construction Noise Levels - Mitigated

Sensitive Receptors	Distance (feet)	Unmitigated Noise Level (dBA, Leq)	Mitigation[1]	Mitigated Noise Level (dBA, Leq)	Threshold (dBA, Leq)	Exceed Threshold?
Residences adjacent to the south and east	50	89.0	25	64.0	65.0	No
Residences to the south	180	77.9	25	52.9	65.0	No
Residences to the north	190	72.9	15	57.9	65.0	No
Residences to the east	200	72.5	25	47.5	65.0	No
Residences to the southwest	330	68.1	15	53.1	65.0	No

Residences to the northeast	420	66.0	15	51.0	65.0	No
Residences to the north	470	62.0	15	47.0	65.0	No
Residences to the south and east	500	61.5	25	36.5	65.0	No
Single-family residences to the north	540	68.3	15	53.3	65.0	No
Commercial use to the west	120	81.4	15	66.4	70.0	No
Commercial use to the northwest	500	69.0	15	54.0	70.0	No

Source: TAHA 2020

1 Includes a reduction of 5 dBA for equipment mufflers; a 10 dBA reduction for temporary construction noise barriers along the northern and western property lines; and a 20 dBA reduction for temporary construction noise barriers along the southern and eastern property lines. Mitigation measures are additive and presented as a total combined noise reduction.

As shown in Table 4.13-4, **Mitigation Measures N-1 through N-6** would reduce construction noise levels at off-site receptors to below the 65 dBA residential thresholds and the 70 dBA commercial use threshold. For example, Mitigation Measure **N-1** would reduce heavy-duty equipment noise levels by at least 5 dBA by reducing engine noise.[54] Mitigation Measure **N-2** would reduce ground-level construction noise by 10 dBA to 20 dBA for ground-level receptors. For instance, temporary noise barriers produced by Echo Barrier are listed as capable of reducing noise be 10 to 20 dBA.[55] Therefore, with the implementation of **Mitigation Measures N-1 through N-6**, impacts related to on-site construction noise would be reduced to a less than significant level.

Mitigation Measures:

N-1: The construction contractor shall ensure that power construction equipment (including combustion or electric engines), fixed or mobile, shall be equipped with noise shielding and muffling devices (consistent with manufacturers' standards) during the entirety of construction of the proposed Project. The combination of muffling devices and noise shielding shall be capable of reducing noise by at least 5 dBA from non-muffled and unshielded noise levels. Prior to initiation of construction the contractor shall demonstrate to the City that equipment is properly muffled, shielded and maintained. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

N-2: The construction contractor shall ensure that barriers, such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around entire perimeter of the Project site to minimize the amount of noise during construction on the nearby noise-sensitive uses located offsite. Noise barriers along the northern and western property lines shall be capable of reducing construction noise levels by at least 10 decibels in order to satisfy the residential daytime noise standard of 65 dBA L_{eq} and commercial daytime standard of 70 dBA L_{eq}. Noise barriers along the southern and eastern property lines shall be capable of reducing noise levels by at least 20 decibels in order to satisfy the residential daytime noise standard of 65 dBA L_{eq} and commercial daytime standard of 70 dBA L_{eq}. Noise

[54]USEPA, *Noise from Construction Equipment and Operation*s, *Building Equipment and Home Appliances*, *Page* 3, PB 206717, 1971

[55]Acoustical Surfaces Inc., *Echo Barrier*, available at: acousticalsurfaces.com.

measurements shall be measured weekly by the contractor or an acoustical professional during the entirety of project construction to ensure the construction noise standards would not be exceeded.

N-3: The construction contractor shall ensure that project construction shall not include the use of driven (impact) pile systems.

N-4: When construction parameters permit (e.g., equipment capable of producing required torque, horsepower etc.), the construction contractor shall use on-site electrical sources to power equipment rather than diesel generators.

N-5: The construction contractor shall ensure that noise and vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators) shall be conducted as far away as possible (dependent on the requirement of construction work being conducted) from the nearest sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses. The construction contractor shall locate construction staging areas away from noise-sensitive uses.

N-6: The construction contractor shall establish a "noise disturbance coordinator." The disturbance coordinator shall be responsible for responding to local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

In addition to on-site construction activities, haul trucks associated with construction activity would potentially increase noise levels along the haul route. Haul truck noise levels would be considered significant if existing ambient noise levels increase by plus 5 dBA for a cumulative period of more than ten minutes in any one hour per Section 17.066.050 (C)(1)(b) of the RCMC. The anticipated haul route is from Foothill Boulevard to the Interstate 15 freeway. Haul trucks could possibly exit along Etiwanda Avenue and turn left onto Foothill Boulevard to return to the Interstate 15 freeway. The greatest number of hourly haul truck trips would occur during the excavation phase, which would require approximately 48 daily truck round trips (96 one-way trips) or 12 haul trucks per hour during the AM Peak Hour. The addition of 12 haul truck trips per hour during the AM Peak Hour would result in a maximum incremental increase of 0.4 dBA. Although haul truck pass-by noise may result in temporary increases in noise, the hourly increase would be less than 5 dBA. Therefore, impacts related to haul truck noise would be less than significant.

Operation

Less Than Significant Impact. Stationary noise sources related to long-term operations include mechanical equipment, courtyard, parking activity, and automobiles. The commercial space would likely include retail uses or other typical urban commercial uses and would not include other sources of noise. Mechanical equipment such as HVAC equipment would be designed to be located within an enclosure. Mechanical equipment typically generates noise levels of approximately 83 dBA at 1 foot

and approximately 50 dBA at 50 feet. [56]. In addition, mechanical equipment would be located on rooftops, screened from view as much as possible. Interruption of the line-of-sight of a noise source is a key factor in reducing noise levels. The maximum noise level predicted for adjacent residences would be an exterior noise level of 42.4 dBA L_{eq} and an interior noise level of 22.4 dBA L_{eq}. HVAC noise would not exceed the residential exterior standards of 65 dBA from 7:00 a.m. to 10:00 p.m., 60 dBA from 10:00 p.m. to 7:00 a.m. or the interior standards of 50 dBA from 7:00 a.m. to 10:00 p.m. and 45 dBA from 10:00 p.m. to 7:00 a.m. Therefore, impacts related to mechanical equipment noise would be less than significant.

The proposed Project would include two courtyards, one of which would include a pool and spa. The recreational features would be entirely within the interior of the Project site and would not have a direct line-of-sight to any off-site sensitive uses. Therefore, impacts related to the potential for recreational noise to be audible off the Project site would be less than significant.

The proposed Project would include on-site parking with 328 subterranean parking spaces and 200 ground level parking spaces. Vehicular access to the Project site would be provided off Etiwanda Avenue and along eastbound Foothill Boulevard. Both locations would provide access to the surface parking area and to the south-facing entrance/exit of the subterranean garage. Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. Subterranean parking activity would not generate noise at the street level and would not audibly increase the noise levels at nearby land uses. Parking activity noise was calculated based upon a reference noise level of 56.4 dBA L_{eq} at 50 feet for a 1,000 parking space parking garage.[57] The noise level was adjusted using guidance provided by the Federal Transit Administration Transit Noise and Vibration Impact Assessment guidance and a maximum peak hour volume of 123 trips per hour, as estimated for the proposed Project. The resultant noise level at 50 feet would be approximately 47.3 dBA L_{eq}. The nearest residences are located approximately 50 feet to the south and east. Parking noise would not exceed the residential exterior standards of 65 dBA from 7:00 a.m. to 10:00 p.m., 60 dBA from 10:00 p.m. to 7:00 a.m. or the interior standards of 50 dBA from 7:00 a.m. to 10:00 p.m. and 45 dBA from 10:00 p.m. to 7:00 a.m. Therefore, impacts related to parking noise would be less than significant.

Another potential source of project noise is mobile noise associated with resident trips. The proposed Project would generate 1,503 new daily vehicle trips, including 97 AM Peak Hour trips and 123 PM Peak Hour trips. Operational mobile noise was assessed using the Federal Highway Administration (FHWA) Traffic Noise Model Version 3.0 (TNM 3.0). The analysis was based on full build-out of the proposed Project, which has the highest potential for noise impact because of the traffic volume. Traffic volumes were obtained from the Alta Cuvee Mixed Use Project Traffic Impact Study prepared by Fehr and Peers.[58] Conditions for Opening Year No Project conditions and Opening Year Plus Project were analyzed. Existing, Opening Year No Project, and Future Year No Project traffic noise levels already exceed the daytime residential standard of 65 dBA L_{eq}. Thus, an incremental increase of 3 dBA L_{eq} is considered the threshold of significance for mobile noise, as this would result in a perceptible increase in noise. Under the Opening Year No Project versus Opening Year Plus Project scenario, the greatest Project-related noise increase would be 0.1 dBA Equivalent Noise Level and would occur along Etiwanda Avenue between Arrow Route and Foothill Boulevard. Under the Future No Project versus

[56] Daikin Air Intelligence, *Base Efficient Air Conditioner Packaged Rooftop Unit DBC Commercial 7.5 – 12.5 Nominal Tons*, available at https://budgetheating.com/v/vspfiles/downloadables/DBC%20Series%207.5-12.5%20Tons%20Technical%20Specifications.pdf.

[57] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, *Page 45 Table 4-13: Source Reference Levels at 50 ft from Center of Site Stationary Source*s, September 2018.

[58] Fehr and Peers, *Alta Cuvee Mixed Use Project Traffic Impact Study*, October 2020.

Future Plus Project scenario, the greatest project-related noise increase would be 0.2 dBA Equivalent Noise Level and would occur along Etiwanda Avenue between Arrow Route and Foothill Boulevard. The roadway noise increase attributed to the Project would be less than 1-dBA Equivalent Noise Level at all analyzed segments. Therefore, impacts related to mobile noise levels would be less than significant.

Considered together, the individual sources have limited potential to generate permanent noise beyond the property line. There is no potential for the proposed Project to increase noise levels that would exceed the exterior and interior noise standards listed in Section 17.66.050 of the RCMC. The proposed Project would not result in a long-term and permanent noise impact. Operational noise impacts would be less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

RCMC Section 17.66.070 contains standards related to permanent activities, although temporary construction vibration is exempt from the standard. The proposed Project would result in a significant vibration impact if:

- Construction activities would generate vibration levels that would exceed 0.3 inches per second at off-site structures; and/or
- Operational activities would generate vibration levels that would exceed 0.12 inches per second at adjacent properties.

Construction

Less Than Significant Impact After Mitigation Incorporated. Based on visual characteristics (e.g., age) of buildings that are adjacent to the Project site, the adjacent buildings are assumed to be constructed of non-engineered timber and masonry. According to the Federal Transit Administration (FTA) guidance, these buildings can withstand up to 0.2 inches per second without experiencing damage.[59] The greatest vibration level of equipment that would be utilized during project construction would be best represented by a large bulldozer, which would generate a vibration level of 0.089 inches per second at 25 feet. Structures adjacent to the development site would typically be at least 40 feet from the construction activity, although residences to the east would be as close as 10 feet. The vibration damage threshold of 0.2 inches per second would be exceeded at the residences adjacent to the east whenever a large bulldozer or similar equipment would be operated within 14 feet of the residential structures (as measured from the property line of the Project site to the nearest residential structure. **Mitigation Measure N-7** would prohibit equipment with an operating weight over 100,000 pounds, such as a large bulldozer, from operating within 14 feet of the nearby residences along the eastern property of the Project site. Smaller pieces of equipment, such as a small bulldozer, which generates a vibration level of 0.003 inches per second at 25 feet would be utilized in place of larger equipment near the property line. At a distance of 10 feet, a small bulldozer would generate a vibration level of approximately 0.012 inches per second, which would be below the 0.2 inches per second threshold. Therefore, with mitigation, impacts related to on-site construction vibration would be less than significant.

[59] FTA, *Transit Noise and Vibration Impact Assessment*, *Page 186, Table 7-5: Construction Vibration Damage Criteria*, September 2018.

Vibration annoyance is another concern related to construction activity. However, perceptible vibration is not typically a concern for human health and is a common occurrence within the urban environment. Special uses such as research facilities, recording studios, and concerts halls would be potentially impacted by construction vibration annoyance due to the presences of sensitive equipment. No special uses have been identified in the Project site. It is likely that construction-related vibration would be perceptible at adjacent residences, particularly as equipment travels near the property line. The intermittent vibration annoyance exposure is not considered significant for this Project as the exposure would be short-term and within the City's allowable hours of construction. Therefore, impacts related to vibration annoyance would be less than significant.

In addition to on-site construction activities, construction trucks travelling on the roadway network have the potential to generate low levels of vibration. Rubber-tired vehicles, including trucks, rarely generate perceptible vibration unless there is an irregularity or bump in the road that causes the vibration.[60]. It is not anticipated that Project-related trucks would generate perceptible vibration adjacent to the roadway network. Therefore, no impacts related to off-site construction vibration would occur.

Mitigation Measure:

N-7: The construction contractor shall limit construction equipment to an operating weight of 100,000 pounds or less when operating within 14 feet of the eastern property boundary of the Project site.

Operation

No Impact. The residential development would not include a substantial source of permanent vibration. Project-related vehicle trips could generate vibration, although similar to the existing condition, roadway vibration from passenger vehicles would not be perceptible outside of the roadway right-of-way. Therefore, no impact related to operational vibration would occur.

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, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project site is not located within an airport land use plan nor is it located within two miles of a private airstrip or public airport. There is no potential for the proposed Project to expose people working or residing in the area to excessive aircraft noise. Therefore, no impact would occur.

4.14 POPULATION AND HOUSING

[60] FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The proposed Project would construct a 260-unit apartment complex on 5.2 acres of currently vacant land, and would include 259 apartments and 1 live-work unit, 528 total subterranean and surface parking spaces, approximately 5,500 square feet of indoor amenity space, landscaped outdoor amenity space, sidewalks along Etiwanda Avenue and Foothill Boulevard, vehicular access from both streets, landscaping surrounding the complex, and the replacement of the existing 12kV powerlines running along Etiwanda Avenue to underground.

According to the State of California Department of Finance Population and Housing Estimates, the City of Rancho Cucamonga has a 2020 average persons per dwelling unit of 3.03.[61] As the Project would introduce 260 new dwelling units, approximately 788 residents would be added to the City's population. As of 2020, the City has a population of approximately 175,522 residents; the addition of the Project would increase the population by approximately 0.45 percent.[62] This calculation also assumes that all residents living in the proposed Project would be new to the City and does not factor in the scenario where current residents relocate to housing within the Project once it is operating. Still, with the maximum estimated increase well under 1 percent of the population, this addition would be less than significant to the population of Rancho Cucamonga.

The California State Housing Element routinely updates local housing needs in order to meet the population's needs and does so vie the Regional Housing Needs Assessment (RHNA) Allocation Plan.

[61] State of California Department of Finance. 2020. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark, available at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed on: September 15, 2020.

[62] State of California Department of Finance. 2020. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark, available at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed on: September 15, 2020.

Under the RHNA, SCAG released its fifth cycle of this plan outlining that by 2021, Rancho Cucamonga would require 848 new housing units.[63] The Project would contribute 260 market-rate units to this goal.

Properties surrounding the Project site are characterized by urban development and include residential and commercial uses. The proposed Project would not introduce or extend any new or existing roadways into the vicinity of the Project site. While the proposed Project would move existing aboveground 12kV powerlines along Etiwanda Avenue to underground, this component of the Project would be confined to the Project site and would not impact surrounding powerlines.

The proposed Project would not directly or indirectly induce substantial unplanned population growth, nor would it change the existing use of the Project site. Impacts to substantial unplanned population growth would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site exists on currently vacant land. The site does not have any housing, and no residents reside on the Project site. The Project would not displace any existing people or housing, and thus would not require replacement housing elsewhere. Therefore, no impacts would occur.

4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

[63] State of California. 2012. Southern California Association of Governments, 5th Cycle Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014 - 10/1/2021, available at: http://www.scag.ca.gov/Documents/5thCyclePFinalRHNAplan.pdf, accessed on: September 15, 2020.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

Less Than Significant Impact. Fire protection services in the City are provided by the Rancho Cucamonga Fire Protection District (RCFPD). To assess response capability and impacts for a proposed Project, the RCFPD uses the metrics of travel time and call volume. This Project is located in the response area of Station 173 and within the Fire District's goal of a 4-minute travel time from any of the existing fire stations. The addition of approximately 800 residents and 7,000 square feet of office/commercial space would further impact one of the Fire District's busier stations.[64] Table 4.15-1 shows the fire stations that service the Project area and provides existing staffing and equipment details.

Table 4.15-1. Fire Stations Service the Project Area

Fire Station	Day Creek Fire Station (#173)	Jersey Fire Station (#174)
Address	12270 Fire House Court	11297 Jersey Boulevard
Distance from Project Site	Approx. 2 miles	Approx. 2.7 miles
Existing Staffing Levels	3 firefighters on 24-hour rotating shifts with a minimum of 2 paramedics per shift.	7 firefighters on 24-hour rotating shifts with a minimum of 4 paramedics per shift.
Existing Equipment Inventory (# of engines, trucks, rescue ambulances)	1 fire engine staffed with 3 firefighters. 1 cross staffed hazardous materials response unit.	1 fire engine staffed with 3 firefighters, 2 of which are paramedics. 1 aerial ladder truck staffed with 4 firefighters, 2 of which are paramedics. 1 cross staffed technical rescue response unit.

Source: Written correspondence with Robert Ball, RCFPD Fire Marshall, on October 19 & 20, 2020

*San Bernardino County Fire Station #73 located at 8143 Banana Avenue is the closest fire station to the Project site; however, is not part of the RCFPD.

The geographic area for the cumulative analysis of fire protection services is the service territory for the entire Fire District, which is the City and the unincorporated sphere of influence north of the City. Future development in the City, based on buildout of the City's General Plan and including other proposed development projects, is expected to increase demand for fire protection services and would contribute to the need to construct new facilities, increase staffing for existing engine and/or truck companies, add additional companies or specialized response units, and/or add on-duty personnel. Increased demands for fire protection and services result from increases in permanent population, but can also be related to the size, height, and type of land uses. Based on the size of the buildings and types of proposed uses for this Project, the Project would result in minimal increases for calls for service when considered by itself but may contribute to the ongoing cumulative impact on services. Of particular concern is the area in the

[64] Written correspondence with Robert Ball, RCFPD Fire Marshall, on October 19 & 20, 2020.

geographic center of the City that is beyond the four-minute travel time capability of any of the Fire District's stations. With the geographic center of the City bordering the limits of the four-minute travel time of Stations 173, 174, and 175, the ability to provide service to the area in the center of the City could be impacted by the additional calls for service that the Project would generate.[65]

According to the California Department of Forestry and Fire Protection Resources Assessment Program, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ).[66] As discussed in Section 4.14(a), the Project would introduce approximately 788 new residents to the City's population, which is an approximately 0.45 percent increase to the current population. Although any increase in population would result in a slightly higher demand cumulatively from fire services, the Project would not require the addition of new personnel or facilities.[67]

Increased property tax from future new developments, including the Project, would increase the Fire District's General Funds in rough proportions, providing funding for any capital improvements necessary to maintain adequate fire protection facilities, equipment, and/or personnel including the construction of a new station to relieve call volume for Stations 173 and 174 and fill the travel time gap in the geographic center of the City. By maintaining a consistent level of service through additional companies and/or stations or facility improvements, the Fire District would be able to ensure that its performance objectives are consistently met. As increases in demand would be incremental over time, the City and the Fire District would continue to regularly monitor fire service resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. While the Project would contribute to an ongoing cumulative impact on fire and emergency medical services, the impact would not be significant.[68]

Therefore, the proposed Project would not be considered a fire hazard and would not exceed the capacity of the RCFPD to serve the site or other areas with existing fire protection services. The nearest local fire responders would be notified, as appropriate, of the construction schedule so as to coordinate emergency response routing during construction work. Implementation of Standard Condition 4.14-1 would require proposed Projects to be reviewed by the City and to comply with all applicable requirements prior to the issuance of building permits in order to ensure the safety of each future project being considered and, potentially, lessen the future demand for fire protection services by creating more fire-resistant structures.[69] Impacts to fire services would be less than significant.

ii. Police protection?

Less Than Significant Impact. The San Bernardino County Sheriff's Department is the local law enforcement agency contracted to provide police protection services in the City. The Project site is served by the main facility located at 10510 Civic Center Drive, approximately 3.1 miles away, as well as a satellite station in Victoria Gardens located at 7743 Kew Avenue,

[65] Ibid.
[66] State of California. 2007. Department of Forestry and Fire Protection Resources Assessment Program, available at: https://egis.fire.ca.gov/FHSZ/, accessed on: September 22, 2020.
[67] Written correspondence with Robert Ball, RCFPD Fire Marshall, on October 19 & 20, 2020.
[68] Written correspondence with Robert Ball, RCFPD Fire Marshall, on October 19 & 20, 2020.
[69] City of Rancho Cucamonga. 2010. Rancho Cucamonga General Plan Update Draft Program EIR.

approximately 1.2 miles away. Additionally, the City intends to design and construct a new public safety facility at Milliken Avenue and Grizzly Drive, which would offer the same services as the main station.[70] With 182 personnel on staff, based on the City's target officer to population ratio of 1 officer for every 1,080 residents and the City's population of approximately 175,522 residents, the City is currently meeting its service goal. [71,72,73] The proposed Project's addition of approximately 788 new residents would still allow the City to meet (and exceed) the City's target officer to resident ratio. Therefore, construction and operation of the proposed Project would not require the construction or expansion of police facilities. The local police station would be notified, as appropriate, of the construction schedule so as to coordinate emergency response routing during construction work. Impacts to police services would be less than significant.

iii. Schools?

Less Than Significant Impact. The Project site is served by the Etiwanda School District (ESD) and the Chaffey Joint Union High School District (CJUHSD). Within the ESD, student attendance for the Project site is assigned to Perdew Elementary for grades K-5 and Etiwanda Intermediate for middle school for grades 6-8. Perdew Elementary is located at 13051 Miller Avenue and is approximately 1.2 miles from the Project site. Etiwanda Intermediate is located at 6925 Etiwanda Avenue and is approximately 2.4 miles from the Project site. Within the CJUHSD, the Project site is assigned to Etiwanda High School for attendance, which is located at 13500 Victoria Street and is approximately 2.3 miles from the from the Project site.

Table 4.15-2 shows the current school year 2019-2020 capacities and enrollment rates for elementary, middle, and high school students for Perdew Elementary, Etiwanda Intermediate, and Etiwanda High School. Table 4.15-3 shows the student generation rate per household and the projected enrollment based on the project's addition of 260 new households to the community.

Table 4.15-2. Current School Enrollment (2019-2020) Serving Project Site

School	Grades	Current Capacity	Current Enrollment	Remaining Capacity
Perdew Elementary	K-5	855	772	83
Etiwanda Intermediate	6-8	1,508	1,344	224
Etiwanda HS	9-12	4,000	3,562	438

Sources: Written correspondence with Douglas Claflin, Assistant Superintendent of Business Services or Etiwanda School District c/o Michele Stewart Administrative Assistant, October 29, 2020.
Written correspondence with Robert Slagle, Director of Operations and Planning of Chaffey Joint Union High School District, October 22, 2020.

[70] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan. Adopted May 19, 2010, updated September 2019.
[71] County of San Bernardino. 2020. Rancho Cucamonga Patrol Station, available at: https://wp.sbcounty.gov/sheriff/patrol-stations/rancho-cucamonga/, accessed on October 6, 2020.
[72] City of Rancho Cucamonga. 2010. Rancho Cucamonga General Plan Update Draft Program EIR.
[73] State of California Department of Finance. 2020. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark, available at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed on: September 15, 2020.

Table 4.15-3. Projected Enrollment from Project Operation

School	Student Generation Factor	Projected Enrollment
Perdew Elementary	0.2681	70
Etiwanda Intermediate	0.1132	30
Etiwanda HS	0.1132	30

Sources: Special District Financing & Administration, Chaffey Joint Union High School District Fee Justification Report for Residential & Commercial/Industrial Development (April 2020), available at: https://4.files.edl.io/70d7/06/21/20/184235-3f411001-bfcd-4f87-bdd5-f32174abb5a7.pdf
Special District Financing & Administration, Etiwanda School District Community Facilities Districts Fee Justification Report for Residential & Commercial/Industrial Development (May 2020), available at: http://www.etiwanda.org/UserFiles/Servers/Server_221445/File/Departments/Fiscal%20Services/FeeJustificationReport2020.pdf

While the Project's impact on student population would cumulatively increase demand from school services as the tables demonstrate, the Project would not require the construction of new or expansion of existing school facilities upon the payment of school impact fees pursuant to California Education Code Section 17620(a)(1) and Senate Bill 50.[74,75] Per California Education Code Section 17620(a)(1), governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The payment of school impact fees authorized by Senate Bill 50 is deemed to provide full and complete mitigation of project impacts on school facilities pursuant to Section 65995 of the California Government Code. Pursuant to Senate Bill 50, school districts can collect school impact fees as new development occurs to fund additional school resources. Impacts to school services would be less than significant.

iv. Parks?

Less Than Significant Impact. As discussed in detail in Section 4.16, Recreation, the Project's potential for increasing the use of existing parks and facilities as a result of project-related growth in population would not result in any new significant impacts regarding recreation, as the community already has a park acreage deficit.[76] The Project does not include the construction or expansion of public recreational facilities. The Project would include the development of housing, which may result in a direct impact upon existing recreational facilities. However, the Project does include new private outdoor amenity space, including a pool and spa, dog run, walking loop, and children's tot lot, which would serve residents of the Project. Further, the Project would be subject to a Community and Recreation Center Impact Fee per Section 3.52 of the RCMC which would prevent new residential development from reducing the quality and availability of public services provided to residents of the City and require new residential development to contribute to the cost

[74] State of California. 1996. Education Code, Section 17620, Chapter 6: Development Fees, Charges, and Dedications, available at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=EDC&sectionNum=17620, accessed on: September 23, 2020.
[75] City of Rancho Cucamonga. 2010. Rancho Cucamonga General Plan Update Draft Program EIR.
[76] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan. Adopted May 19, 2010, updated September 2019.

of expanding the availability of community and recreation center assets in the City.[77] Thus, impacts to parks would be less than significant.

v. Other public facilities?

Less Than Significant Impact. The Project would include 260 new dwelling units, which would add an estimated 788 new residents to the community. While this addition to the population of Rancho Cucamonga would increase demand of library services within the community, the impact would be nominal. Further, per Section 3.56 of the RCMC, the Project would be subject to a Library Impact Fee which would prevent new residential development from reducing the quality and availability of public services provided to residents of the City and require new residential development to contribute to the cost of expanding the availability of library and cultural center assets in the City.[78]

4.16 RECREATION

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. The Project would include 260 new dwelling units, which would add an estimated 788 new residents to the community. According to the 2010 Rancho Cucamonga General Plan Update, Chapter 5: Community Services, the community's park standards include an acreage goal of 5 acres of parkland per 1,000 residents.[79] The 2009 baseline data shows that the community has a park deficit of 253.8 acres. As such, the Project's potential for increasing the use of existing parks and facilities as a result of project-related growth in population would not result in any new significant

[77] City of Rancho Cucamonga. 2020. Rancho Cucamonga Municipal Code, Section 3.52, Community and Recreation Center Impact Fee: http://qcode.us/codes/ranchocucamonga/view.php?topic=3-3_52&frames=on, accessed on: October 5, 2020

[78] City of Rancho Cucamonga. 2020. Rancho Cucamonga Municipal Code, Section 3.56, Library Impact Fee: http://qcode.us/codes/ranchocucamonga/view.php?topic=3-3_52&frames=on, accessed on: October 5, 2020

[79] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan. Adopted May 19, 2010, updated September 2019.

impacts regarding recreation. Further, the Project proposes private outdoor amenity space for residents, which would include a pool and spa, walking loop, dog run, and children's tot lot, the service of which would potentially decrease new residents' use of existing public parkland. Additionally, the Project would be subject to a Community and Recreation Center Impact Fee per Section 3.52 of the RCMC which would prevent new residential development from reducing the quality and availability of public services provided to residents of the City and require new residential development to contribute to the cost of expanding the availability of community and recreation center assets in the City.[80] Impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less Than Significant Impact. The Project does not include the construction or expansion of public recreational facilities. The Project would include the development of housing, which may result in a direct impact upon existing recreational facilities. However, the Project does include new private outdoor amenity space, which would include a pool and spa, walking loop, dog run, and children's tot lot, and which would serve residents of the Project. Additionally, the Project would be subject to a Community and Recreation Center Impact Fee per Section 3.52 of the RCMC. Impacts to parklands would be less than significant.

4.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d. Result in inadequate emergency access?			X	

The impact analysis below is based on the Transportation Impact Study prepared for the proposed Project, which is included as Appendix I to this IS/MND.

[80] City of Rancho Cucamonga. 2020. Rancho Cucamonga Municipal Code, Section 3.52, Community and Recreation Center Impact Fee: http://qcode.us/codes/ranchocucamonga/view.php?topic=3-3_52&frames=on, accessed on: October 5, 2020

Existing Roadway Facilities:

Regional Roads

- *Interstate 15 Freeway (I-15):* I-15 is the main north-south facility through San Bernardino County. It extends the entire length of San Bernardino County, from its southern border with Riverside County to the California-Nevada State Line. I-15 is a twelve-lane divided freeway near the Project.

Local Access Roads

- *Foothill Boulevard:* Foothill Boulevard is classified as a six lane, east-west road near Vineyard Avenue, narrows to four-lane road near Hellman Avenue, and increases to a six-lane road near Haven Avenue. Foothill Boulevard is designated as a Principal Travel Corridor by the City of Rancho Cucamonga General Plan, which provides service to between 30,000 and 40,000 vehicles per day.
- *Etiwanda Avenue*: Etiwanda Avenue is a four-lane, north-south road that provides users with access to the Project site. Etiwanda Avenue is designated as a Tertiary Travel Corridor and provides service to between 10,000 to 15,000 vehicles per day.
- *Sacred Heart Avenue*: Sacred Heart Avenue provides north-south access near the project. It provides local access to the shopping center, Sacred Heart Church, and Sacred Heart School along Foothill Boulevard near the Project site.

Bicycle Facilities:

Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings. Foothill Boulevard and Etiwanda Avenue are both designated as streets with Class II facilities in the City's General Plan. However, neither currently have a bike facility within the Project vicinity. This is typical of a number of streets in Rancho Cucamonga, as most major streets in Rancho Cucamonga provide Class II or Class III facilities along the street running as far north as Wilson Avenue, with some gaps and planned facilities that will provide a more connected bike network throughout the City.

Pedestrian Facilities:

The City of Rancho Cucamonga provides pedestrian facilities as a means to reduce auto travel and as healthy exercise.[81] According to the City's 2010 General Plan, supporting walking as way to travel is ensured by providing the following pedestrian facilities:

- Adequate or wide sidewalks
- Street furniture and seating
- Unobstructed travel path (e.g., utility boxes placed out of travel path)
- Enhanced lighting
- Shade
- Wider crossings and bulbouts

[81] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan. Adopted May 19, 2010, updated September 2019.

Foothill Boulevard and Etiwanda Avenue are the major streets that provide access to the Project. Both have well connected and maintained sidewalk networks along the frontage of developed parcels on both corridors. These facilities currently provide access for pedestrians to the Project from bus stops nearby, as well as several grocery stores near the Project. The Project site frontage is currently undeveloped and does not provide a continued sidewalk connection with the existing sidewalks on Etiwanda Avenue or Foothill Drive. Striped crosswalks are provided on all four approaches of the intersection of Etiwanda Avenue and Foothill Boulevard, and on the westbound, southbound, and northbound approaches of the intersection of Sacred Heart Avenue and Foothill Boulevard.

Metrolink

Commuter train service in the City of Rancho Cucamonga is provided by Metrolink, which operates six commuter rail lines throughout Southern California. The Rancho Cucamonga Metrolink Station is located approximately three miles from the Project site, where passenger trains run daily from downtown Los Angeles to downtown San Bernardino. Rancho Cucamonga is served by the San Bernardino Line, which links San Bernardino to Union Station in downtown Los Angeles.

Bus Transit

Omnitrans Transit Agency provides local transit service throughout San Bernardino County, including the City of Rancho Cucamonga. Bus transit services are available in the City through fixed-route and demand-response services. Bus routes that run through the city connect to the neighboring cities of Fontana, Upland, Ontario, Montclair, and Chino. The routes serve major destinations in the region, including Chaffey College, the Rancho Cucamonga Metrolink Station, the Fontana Metrolink Station, the Ontario Mills Mall, the LA/Ontario Airport, and the Rancho Cucamonga Civic Center. Within Rancho Cucamonga, bus routes run on major roadways, including Foothill Boulevard. The transit route that operates within the study area is Route 66 on Foothill Boulevard. This route runs from the Montclair Transit Center and Fontana Metrolink Station, with stops along Foothill Boulevard in Montclair, Fontana, and Rancho Cucamonga. The route operates Monday through Friday and on weekends. Typical headways are less than 15-minutes during weekday commute hours. As of October 2020, due to the COVID-19 pandemic, schedules have been temporarily modified to have longer headways. However, this change to the transit service is considered temporary.

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The City's General Plan Community Mobility Element sets forth the plan for all means of mobility in Rancho Cucamonga, supporting the City's vision to enhance mobility, provide transportation choices, and promote a healthy community. Alternative transportation modes such as transit, bicycling, and walking should be available and convenient to all, and should connect all parts of the City. The Community Mobility Element includes the following policy directives and strategies to increase transportation choices:[82]

- Implement a balanced system of Complete Streets that accommodates safe and convenient access and travel for all users including motorists, bicyclists, pedestrians, transit riders, children, older adults, the mobility impaired, and movers of commercial goods.

[82] City of Rancho Cucamonga. 2019. Rancho Cucamonga General Plan Chapter 3 Community Mobility Element. Adopted May 19, 2010, updated September 2019.

- Provide for and encourage alternatives to the automobile which allow people to exercise and provide opportunities for reducing overall vehicle miles traveled in the City through transit use, bicycling, and walking; through transportation demand management programs to reduce trip making; and by encouraging use of low/zero emission vehicles.
- Provide convenient access to transit and a complete bicycle network connecting all parts of Rancho Cucamonga.
- Connect the local transportation system and the mobility of its users to the patterns and densities of land uses within the City ensuring adequate access between Rancho Cucamonga, adjacent communities, and the surrounding region.
- Traffic flow should operate safely and at adequate levels of service.

Foothill Boulevard and Etiwanda Avenue are both designated as streets with Class II bicycle facilities (i.e., a striped lane for one-way bike travel on a street); however, neither currently have a bike facility within the Project vicinity. Foothill Boulevard and Etiwanda Avenue, both have well connected and maintained sidewalk networks along the frontage of developed parcels on both corridors. These facilities currently provide access for pedestrians to the Project site from bus stops nearby as well as several grocery stores near the Project site. However, the Project site frontage is currently undeveloped and does not provide a continued sidewalk connection with the existing sidewalks on Etiwanda Avenue or Foothill Boulevard.

The proposed Project would be consistent with the City's General Plan Community Mobility strategies to encourage alternate modes of transportation including through bicycling, walking, and transit. As shown in Figure 5, the Project Ground Level Site Plan, the Project's frontage on Etiwanda Avenue and Foothill Boulevard would be designed to accommodate bicycle lanes and sidewalks. The bicycle lanes on Etiwanda Avenue and Foothill Boulevard along the Project frontage would each be 5 feet wide and striped as a Class II bike facility without a buffer. A continuous 10-foot sidewalk on Etiwanda Avenue and Foothill Boulevard would be constructed adjacent to the curb for the entirety of the frontage, with all landscape improvements behind the sidewalk. This would provide sufficient width for a sidewalk on the Project frontage within the constraints of the right turn lane on Etiwanda Boulevard, the bus turnout, the existing MWD well, easement restrictions zones, and grading considerations. Furthermore, the proposed Project would provide 26 bicycle parking spots which would be consistent with the City's bicycle parking requirements for multifamily residential at a rate of 5 percent of the required parking.[83]

Additionally, the Project would not conflict with existing facilities and would construct frontage improvements consistent with planned facilities and the City's design standards. Omnitrans Route 66 runs along Foothill Boulevard, with bus stops on both sides of Foothill Boulevard within 1,000 feet of the Project site. The Project would not conflict with the existing bus stops or bus route. The Project proposes to construct an 11-foot wide and 62-foot long bus bay on Foothill Boulevard on the Project frontage, to accommodate Route 66 and other potential future bus service. The proposed width between the curb and the property line is 8 feet long, the length of the bus bay.

In addition, the forecasts developed for the transportation analysis is consistent with the regional SCAG RTP/SCS. The San Bernardino Transportation Analysis Model (SBTAM) utilized to develop forecasts in the study area is a San Bernardino County model that is consistent with the SCAG regional travel

[83] City of Rancho Cucamonga. 2020. Rancho Cucamonga Municipal Code, Section 17.64.100, Bicycle parking requirements, available at: http://qcode.us/codes/ranchocucamonga/?view=desktop&topic=17-iii-17_38-17_38_060, access on: October 30, 2020.

demand model utilized for the SCAG RTP/SCS which forecasts traffic volumes on roadway segments for the entire six-county SCAG region.

Development of the proposed Project would be consistent with the policy directives and strategies of the City's General Plan Community Mobility Element and RCMC. As such, the proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities. Therefore, impacts related to active transportation and public transit would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines section 15064.3 establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project.

Per State CEQA Guidelines Section 15064.3(b)(1), VMT exceeding an applicable threshold of significance for land use projects may indicate a significant impact. Generally, projects located within 0.5 miles of an existing high-quality transit corridor should be considered to have a less than significant impact. Projects that reduce VMT in the project area compared to existing conditions should be presumed to have a less than significant impact. Subdivision (b)(3) of the State CEQA Guidelines, Section 15064.3, acknowledges that lead agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. The regulation goes on to state that lead agencies have the discretion to formulate a methodology that would appropriately analyze a project's VMT. (State CEQA Guidelines Section 15064.3(b)(4)).

Per the recently adopted City of Rancho Cucamonga Transportation Impact Analysis Guidelines, projects can be presumed to have a less-than-significant impact on VMT if the project is located within a TPA.[84] Additionally, the Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA identifies four potential screening thresholds for determining that residential development would likely have a less than significant impact on VMT.[85] These screening criteria are: (1) the project would generate fewer than 110 daily trips, (2) the project is located in a low-VMT-generating area, (3) the project is located within 0.5 mile of a major transit stop, or (4) the project provides 100 percent affordable housing.

The Project site is located within 0.5 mile of a stop on the Omnitrans Route 66 alignment which provides 15-minute headways along Foothill Boulevard during commute periods. Due to the 15-minute headways, Foothill Boulevard is classified as a high-quality transit corridor, and the proposed Project is located within a TPA. Projects can be presumed less-than-significant and screened from further VMT analysis when it meets the requirements outlined in the City's guidelines for TPA screening and in the OPR screening thresholds. As such, an induced demand analysis for the proposed Project's roadway and intersection improvements is not required. The Project's ability to be screened from VMT assessment is summarized below in Table 4.17-1.

Table 4.17-1. VMT Transit Priority Area Screening Criteria

Criteria	Rancho Cuvee Eligibility

[84] Fehr & Peers, 2021. DRAFT Rancho Cuvee Transportation Impact Study.
[85] California Office of Planning and Research, 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December.

Project is located within a half mile of high-quality transit	Project is within a half mile of Omnitrans Route 66 alignment which provides 15-minute headways along Foothill Boulevard during commute periods
Project has a minimum Floor Area Ratio (FAR) of 0.75	Project has a FAR of greater than 1.0
Project is consistent with the RTP/SCS land use assumptions	The land use growth assumed in the 2016 RTP/SCS includes an increase in multi-family housing units in the project location greater than the number of multi-family housing units proposed, which indicates the project is consistent with the 2016 RTP/SCS.*
Project does not replace affordable housing with market-rate housing units	As the Project site is vacant, there are no existing affordable housing units on the Project site which would be replaced.

Source: Fehr & Peers 2020

Note: The 2016 RTP/SCS assumed an increase in 17,700 housing units (approximately 9,558 multi-family housing units) for the city of Rancho Cucamonga. [86] The updated 2020 RTP/SCS assumed an increase in 9,600 housing units (approximately 5,184 multi-family housing units) for the City of Rancho Cucamonga.[87]

This Project meets all of requirements of screening under a TPA as adopted by the City's Transportation Impact Analysis Guidelines and no further VMT analysis is required. Therefore, impacts related to VMTs would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The proposed Project would construct an 11-foot wide and 62-foot long bus bay on eastbound Foothill Boulevard to accommodate the Omnitrans Transit Agency's bus transit Route 66 and other potential future bus service and include intersection improvements at Etiwanda Avenue and Foothill Boulevard (i.e., lane modifications and restriping) to accommodate the additional residents of the Project and enhance future traffic conditions. The proposed Project would construct intersection frontage improvements for northbound Etiwanda Avenue and eastbound Foothill Boulevard. The northbound approach to the intersection on Etiwanda Avenue would be modified from one left-turn lane, one through lane and one right-turn pocket to two left-turn lanes, two through lanes, and one right-turn pocket. The eastbound approach to the intersection on Foothill Boulevard would be restriped to add an additional through lane from two left-turn lanes, two through lanes, and one right-turn lane to two left-turn lanes, three through lanes, and one right-turn lane. The proposed Project would also be responsible for a fair share contribution of two percent toward funding the other intersection improvements required at the southbound approach on Etiwanda Avenue and the westbound approach on Foothill Boulevard based on the City's Transportation Impact Assessment Guidelines.

These Project features would improve traffic operations at the Etiwanda Avenue and Foothill Boulevard intersection and be consistent with the existing land use. The design of the proposed Project, including the busbay and intersection improvements, ingress, egress, and streetscape changes would be subject to review by the City's Department of Public Works and would require adherence to all applicable design and safety standards. Additionally, as discussed in Section 1.5.3, Project BMPs, the proposed Project would coordinate with emergency response agencies regarding construction schedules and worksite traffic control plans to coordinate emergency response routing and maintain emergency access. As such, the proposed Project does not introduce any incompatible uses into the Project vicinity. Therefore,

[86] SCAG. 2016. 2016-2040 RTP/SCS: Current Context: Demographics and Growth Forecast Appendix. April.
[87] SCAG. 2020. Connect SoCal: Current Context: Demographics and Growth Forecast Appendix. September.

construction and operational impacts related to increased hazards due to a geometric design feature or incompatible land uses would be less than significant.

d) Result in inadequate emergency access?

Less Than Significant Impact. During construction activities, which would take place for approximately 24 months, vehicles and equipment would access the Project site via Foothill Boulevard and Etiwanda Avenue. Temporary road or lane closures are anticipated during construction of the proposed Project. Project activities would be confined to the Project site with the exception of haul trucks and lane modifications and restriping activities. During construction, ingress and egress to the site and surrounding area, particularly for emergency response vehicles, would be maintained at all times. As discussed in Section 1.5.3 Project BMPs, the proposed Project would coordinate with emergency response agencies, including the RCFPD and police department regarding construction schedules and worksite traffic control plans to coordinate emergency response routing and maintain emergency access prior to the issuance of a building permit. This Final Circulation Design and Emergency Access Plan would comply with all applicable City, RCFPD, and police department standards for appropriate emergency access. The plans shall address all aspects of ingress to and egress from the Project site and the on-site circulation system, including the width of all Project driveways and on-site roadways to ensure that the minimum acceptable turning radius required to accommodate emergency response vehicles is provided, and shall identify the location of all access gates, Knox boxes, and fire suppression facilities. In accordance with City, RCFPD, and police department standards, the Final Circulation Design and Emergency Access Plan would confirm all Project access points and the onsite circulation system are designed in accordance with all applicable emergency access standards to ensure adequate emergency responder accessibility to the Project site. As such, construction and operation of the proposed Project would not interfere with implementation of an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project 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)?				**X**

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
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 the 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.		X		

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)?

No Impact. Tribal cultural resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. Identification efforts included Sacred Lands File (SLF) search conducted by the Native American Heritage Commission, as well as archival research and an archaeological field survey. The SLF search was requested via email on October 22, 2020, and on October 23, 2020, the NAHC reported that a search had been conducted with negative results. The SCCIC records search, detailed above, found that no resources that are potentially eligible for inclusion in the CRHR or a local register are located within the project area. Finally, the field survey reported negative results for cultural resources. Therefore, the sensitivity of the Project area for tribal cultural resources is considered low and the proposed Project would not result in a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in a state or local register of historical resources. No impacts would occur.

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 the 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.

Less Than Significant Impact After Mitigation Incorporated. As discussed in Section 4.18(a), no tribal cultural resources were identified within the Project area. Per Assembly Bill 52 (AB 52), (Public Resources Code 21080.3.1), a CEQA lead agency must consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project and have previously requested that the lead agency provide the tribe with notice of such projects. AB 52 consultation with the Native American Heritage Commission and Native American contacts in the project area was conducted by the City. The AB 52 notices were sent out on June 2, 2021, to the six tribes identified by the NAHC contact list, via certified mail for a 30-day response period from the tribes. Two of the tribes identified by the NAHC responded to the request for consultation. Andrew Salas, Chairperson of the Gabrieleno Band of Mission Indians – Kizh Nation requested consultation in an email dated June 15, 2021, and also provided a document detailing his tribe's preferred treatment of

cultural resources, including funerary artifacts and burials. Ryan Nordness, Cultural Resource Analyst for the San Manuel Band of Mission Indians, provided recommended mitigation measures by email on June 15, 2021. The City considered the input provided by the tribes and crafted the mitigation measures set forth below taking into consideration this tribal input. The City provided the tribes with an opportunity to review the proposed mitigation measures and a deadline to provide further input if any. No further input or response was received from the tribes, so the mitigation measures were considered sufficient to address the tribes concerns and consultation was completed. These discussions, along with the AB 52 notification letters and further tribal correspondence by the lead agency, are included in Appendix J.

As discussed in Section 4.18(a), the Project site is considered to have a low potential for tribal cultural resources. Nonetheless, during the construction of the proposed Project, unknown tribal cultural resources could potentially be encountered, particularly during ground-disturbing activities. As discussed previously, **Mitigation Measure CUL-1** will be implemented to train construction personnel on the types of cultural sites, features, and artifacts that could be uncovered during construction activities. If archaeological resources are encountered in the course of ground-disturbing activities, then **Mitigation Measure CUL-2** will be implemented. In order to minimize impacts to unknown tribal cultural resources, **Mitigation Measure TCR-1** will be implemented. Further, if resources are encountered that are prehistoric or otherwise likely of Native American origin, then **Mitigation Measure TCR-2** will be implemented. With implementation of these mitigation measures, impacts to tribal cultural resources would be less than significant.

Mitigation Measures

TCR-1: The Project Applicant shall retain a Tribal monitor to be present on-site during ground-disturbing activities (e.g., grading, excavation, etc.) during Project construction. The Tribal monitor shall complete daily monitoring logs that describe daily activities and any cultural materials identified. These logs will be made available for inspection by all consulting Tribes.

TCR-2: If a prehistoric or historic-era resource is uncovered that is found to be of Native American origin, then those Native American tribes that have requested consultation on the project pursuant to Public Resources Code Section 21080.3.1 shall be consulted as to the find's significance and treatment. If the resource is found to be significant by the City, and the City in its role as lead agency determines that the resource is a Tribal Cultural Resource pursuant to Public Resources Code Section 21074, then, pursuant to Public Resources Code Section 21084.3(a), avoidance of the resource is preferred. If avoidance is not feasible, then treatment measures will be developed by a qualified archaeologist with input from those Native American tribes that have requested consultation on the project pursuant to California PRC § 21080.3.1. The consulting tribes will be provided information about the find and its proposed treatment after the archaeologist makes his/her initial assessment, so that the consulting tribes may provide input with regards to significance and treatment. The consulting tribes will also be given the opportunity to comment on any treatment measures generated by the qualified archaeologist for resources of prehistoric or Native American origin. The tribes shall promptly provide comment after being notified of the find and proposed treatment measures. The treatment measures may consist of data recovery excavation of a statistically significant part of those portions of the site that will be damaged or destroyed by the project and will detail the plan for final disposition of finds.

In the unlikely event human remains are discovered, work in the immediate vicinity of the discovery would be suspended and the San Bernardino County Coroner contacted. If the remains are deemed Native American in origin, the Coroner would contact the Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. Work may be resumed at the landowner's discretion but would only commence after consultation and treatment have been concluded. Work may continue on other parts of the project while consultation and treatment are conducted.

4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?			**X**	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**	
d. Generate solid waste in excess of state or local standards, or in excess of the future capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. Construction activities are anticipated to occur for approximately 24 months and would require limited water for activities such as dust control and electricity for equipment. However, these activities are limited and temporary, and would not consume large amounts of water or electricity, requiring the construction of new water treatment or electric facilities.

Existing water pipelines at the Project site include a 144-inch water transmission main line along Etiwanda Avenue then turns east onto Foothill Boulevard. The main line is located in the easement on the north side of the Project site. A 15-inch sewer pipeline exists along Etiwanda Avenue.[88]

Given that the Project site is currently vacant, the proposed Project would increase water demand and wastewater treatment compared to current use. The proposed Project would operate a new apartment complex with parking and outdoor amenities including landscaping, on a currently vacant and undeveloped property. Water would be used, and wastewater would be generated for typical residential use, as well as for irrigation of the landscaped areas and other outdoor open space. The proposed Project would comply with all applicable water conservation policies and regulations in order to minimize water demand at the Project site. The proposed Project would connect to existing water and wastewater infrastructure located along Foothill Boulevard. As discussed in Sections 4.19(b) and 4.19(c) below, the projected water demand and wastewater treatment resulting from operation of the Project would be met by existing facilities and would not require or result in the construction of new or expanded water or wastewater treatment facilities. Impacts would be less than significant.

Runoff from the Project site is currently collected by storm water drainage facilities in the surrounding roadway. As discussed in Section 4.10(a), the proposed Project would construct on-site storm drain facilities to convey runoff to the existing storm drain located in Foothill Boulevard and incorporate BMPs contained in the Erosion Control and Grading Plans, SWPPP, and WQMP to capture and infiltrate stormwater runoff. Therefore, any runoff leaving the Project site would continue to drain to the existing storm drain inlets in the surrounding area, and the proposed Project would not require or result in the construction of new or expanded storm water drainage facilities. Impacts would be less than significant.

Overhead electrical lines currently exist along the eastern, western, and southern boundaries of the Project site and one pole-mounted SCE electrical transformer is located along the southern edge of the Project site. As part of the proposed Project, the overhead 12kV electrical lines adjacent to the Project site along Etiwanda Avenue would be moved underground. As the current Project site is vacant, project energy demand would increase compared to current use. However, the proposed Project is expected to connect directly to the existing Rancho Cucamonga Municipal Utility's electrical grid and SoCalGas natural gas located along Foothill Boulevard, and no new or expanded facilities would be required. The proposed Project would be included in the City's Fiber Optic Master Plan, which would include new infrastructure both within the telecommunications room of the proposed buildings on site and along the parameter of the Project site; this component is a preliminary condition of approval prior to obtaining building permits and will be addressed and designed according to the City's requirements. While such upgrades will result in a physical change compared to existing conditions, they are a requirement imposed by the City, and as such have been analyzed for their potential impact and deemed necessary. Impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. Construction activities are anticipated to occur over an approximate 24 month period, during which approximately 90 working days would require a standard water truck for dust control during demolition, excavation, site cleaning, and grading activities. However, these activities are limited and temporary, and would not consume large amounts of water.

[88] Written correspondence with Gidti Ludesirishoti, Project Engineer for CVWD on October 30, 2020.

Water to the Project site would be supplied by the Cucamonga Valley Water District (CVWD). The CVWD maintains 34 reservoirs with a total capacity to store 95 million gallons of water in the service area. Supplied by groundwater, purchased Metropolitan Water District water, recycled water, and surface waters, the CVWD estimates that for 2025 approximately 20,561 million gallons (MG) of water (63,100 acre-foot or 56 million gpd) is available for use during a normal year, dry year, and multiple dry years.[89,90]

The proposed Project would operate a new apartment complex with parking and outdoor amenities including landscaping, on a currently vacant and undeveloped property. Water would be used for typical residential use, as well as for irrigation of the landscaped areas and other outdoor open space. The proposed Project would comply with all applicable water conservation policies and regulations in order to minimize water demand at the Project site. Based on estimated water use for new development data provided by the CVWD, the proposed Project is expected to generate approximately 66,560 gpd for residential uses and 8,164 gpd for commercial uses, totaling 74,724 gpd.[91] CVWD confirmed the existing 144-inch water transmission main line located on Foothill Boulevard would have sufficient capacity for the additional water required during operation of the proposed Project.[92] Therefore, sufficient water supplies would be available to accommodate the projected water demand resulting from operation of the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts to water supply would be less than significant.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Wastewater from the Project site would be conveyed by the CVMD's collection system, then treated by the Inland Empire Utilities Agency (IEUA). The CVWD also operates and maintains approximately 421 miles of wastewater collection system.[93] Wastewater that is generated by CVWD's customers is transported through this collection system and sent to IEUA's wastewater treatment facilities where it is processed into recycled water.[94] The IEUA operates four regional water recycling plants which has the ability to treat a total of 85.7 million gallons per day (gpd) of wastewater to disinfected tertiary recycled water. The IEUA estimates 58.6 million gpd of wastewater would be treated in 2020.[95]

The proposed Project would operate a new apartment complex with parking and outdoor amenities including landscaping, on a currently vacant and undeveloped property. Wastewater would be generated for typical residential use. Based on estimated wastewater generation for new development data provided by the CVWD, the proposed Project is expected to generate approximately 49,400 gpd

[89] Cucamonga Valley Water District. 2015 Urban Water Management Plan. June 2016.
[90] In a single dry year, the CVWD would make up the surface water shortage with its stored groundwater from the China Basin or implementation of its water shortage contingency plan. In multiple dry years, the CVWD would make up the surface water shortage and imported water restrictions (and state-mandated water reductions) with its stored groundwater, implementation of its water shortage contingency plan, and if available, tier II imported water and replenishment water.
[91] CVWD Estimated Water Use for Multi-Family Conversion is 256 gallons per Equivalent Dwelling Units per day (at 260 units) results in 66,560 gpd; CVWD Estimated Water Use for General Commercial is 4,082 gallons per unit per day (at 2 units) results in 8,164 gpd.
[92] Written correspondence with Gidti Ludesirishoti, Project Engineer for CVWD on October 30, 2020.
[93] Cucamonga Valley Water District. 2015 Urban Water Management Plan. June 2016.
[94] Cucamonga Valley Water District. Wastewater, available at: https://www.cvwdwater.com/384/Wastewater, accessed October 27, 2020.
[95] Cucamonga Valley Water District. 2015 Urban Water Management Plan. June 2016.

of wastewater for residential uses and 145 gpd for commercial uses, totaling 49,545 gpd.[96] CVWD confirmed the existing 15-inch sewer pipeline located on Etiwanda Avenue would have sufficient capacity for the additional flow generated from operation of the proposed Project.[97] Therefore, projected wastewater demand resulting from operation of the Project would be met by the existing wastewater collection system and treatment facilities. The IEUA would have adequate capacity to serve the proposed Project in addition to its existing commitments. Impacts to wastewater treatment would be less than significant.

d) Generate solid waste in excess of state or local standards, or in excess of the future capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The City contracts with Burrtec for providing refuse and recycling services for residential, commercial, and industrial customers. Burrtec would dispose of solid waste at the Salton City Landfill located at 935 West Highway 86. The proposed Project would excavate and haul away approximately 62,700 cubic yards of material. The Salton City Landfill can receive a maximum of 12,100 tons per day and has a remaining capacity of 1,264,170 cubic yards.[98] The proposed Project would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with the City's Construction and Demolition Waste Diversion Program. With implementation of these waste reduction measures, solid waste generated by the proposed Project would not cause the capacity of the Salton City Landfill to be exceeded. The proposed Project would be required to comply with the state building code regarding construction and demolition, and to submit and adhere to a waste management and recycling plan pursuant to the RCMC. The Salton City Landfill would adequately accommodate the anticipated amount of solid waste generated for the proposed Project. Construction impacts related to landfill capacity would be less than significant.

The implementation of the proposed Project is anticipated to result in an increase in residents to the City. It is anticipated that the proposed Project would accommodate approximately 788 future residents, and operational activities would generate approximately 1.6 tons per day of solid waste for residential uses and 154 pounds per day for commercial uses during Project operation.[99] As such, the operation of the proposed Project would result in an increase in solid waste generation over existing conditions. However, the proposed Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and as stated above, the Salton City Landfill can receive a maximum of 12,100 tons per day. Moreover, the Project would not impair the attainment of solid waste reduction goals. Operational impacts related to landfill capacity would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The California Integrated Waste Management Act of 1989 (AB 939) requires jurisdictions to refocus their solid waste management by diverting waste from landfills (e.g.,

[96] CVWD Estimated Sewer Flows for Multi-Family Conversion is 190 gallons per Equivalent Dwelling Units per day (at 260 units) results in 49,400 gpd; CVWD Estimated Sewer Flows for General Commercial is 1,900 gallons per day per acre (at 3,339 square feet, or 0.076 acres) results in 145 gpd.

[97] Written correspondence with Gidti Ludesirishoti, Project Engineer for CVWD on October 30, 2020.

[98] CalRecycle SWIS Facility/Site Activity Details for Salton City Solid Waste Site (13-AA-0011), available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/4186?siteID=598, accessed on October 28, 2020.

[99] CalRecycle Residential Sector Generation Rate of 12.23 lbs/household/day and 0.046 lb/sqft/day commercial retail generation rate (City of Los Angeles 2006 CEQA Thresholds Guide), available at: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed on October 28, 2020.

source reduction, recycling, and composting) to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the State that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the State's policy goal. CalRecycle has conducted multiple workshops and published documents that identify priority strategies to assist the State in reaching the 75 percent goal by 2020.

The City of Rancho Cucamonga is required by state law to reduce the amount of material that is hauled to landfills. The Construction and Demolition Waste Diversion Program diverts materials generated from construction or demolition projects from landfill disposal to recycling or reuse. Additionally, the Rancho Cucamonga Sustainable Community Action Plan implements future solid waste reduction strategies (e.g., enhanced construction waste diversion, improved recycling opportunities, composting, and reduced food waste) to improve the City's total waste diversion rate.

As described in Section 4.19(d) above, the construction and operational waste generated by the proposed Project would be properly disposed of in existing solid waste facilities. Construction materials and excavated soils would be disposed of in accordance to federal, state, and local statutes and regulations described above. The proposed Project would be designed, constructed, and operated following all applicable laws, regulations, ordinances, and formally adopted City standards regarding solid waste disposal, including the City's Construction and Demolition Waste Diversion Program. Therefore, impacts related to solid waste would be less than significant.

4.20 WILDFIRE

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b.	Due to slope, prevailing winds, and other factors, exacerbate wildland fires risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may result in temporary or ongoing impacts to the environment?			X	
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Project site is located in a Local Responsibility Area (LRA) and a non-Fire Hazard Severity Zone.[100,101] As discussed in Section 4.9(f), construction and operation of the proposed Project would not interfere with implementation of an adopted emergency response plan or emergency evacuation plan. Temporary lane closures are anticipated during construction of the proposed Project. Project activities would be confined to the Project site with the exception of haul trucks and lane modifications and restriping activities. During construction, ingress and egress to the site and surrounding area, particularly for emergency response vehicles, would be maintained at all times. In addition, operation of the proposed Project would not alter the adjacent street system. Additionally, as listed in Section 1.5.3 Project BMPs, the proposed Project would develop an emergency response plan and fuel spill prevention plan, Fire Protection Plan, and coordinate with emergency response agencies, including the RCFPD and police department regarding construction schedules and worksite traffic control plans to coordinate emergency response routing and maintain emergency access. Therefore, construction and operation of the proposed Project would not interfere with implementation of an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildland fires risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less than Significant Impact. The Project site is located in LRA and a non-Fire Hazard Severity Zone.[102,103] It is located within an urbanized, developed area of the City of Rancho Cucamonga. The Project site is vacant and characterized by primarily level ground with grass and weed cover, sparse vegetation, and some trees. During construction of the proposed Project, safe handling of flammable products would be required. Additionally, as listed in the Project BMPs in Section 1.5.3, the proposed Project would be required to submit a Fire Protection Plan and construction crews would have fire-suppression equipment available on-site to respond to the accidental ignition of a fire. The proposed Project would adhere to the California Fire Code, the RCMC, and RCFPD Standard 49-1 which establishes fire management controls and details local regulations. As such, construction of the proposed Project would not exacerbate wildland fire risks.

The proposed Project would construct 260 new households, which would result in direct, permanent removal of approximately 6.3 acres of non-native annual grassland vegetation and thus reduce the amount of combustible materials on site compared to existing conditions. Additionally, the RCFPD conducts a spring and fall inspection to ensure that weeds, dead trees, invasive grasses, tumbleweeds,

[100] State of California. 2020. California State Responsibility Areas for Fire Protection, map viewer, available at: https://egis.fire.ca.gov/portal/home/item.html?id=f35d2f86ab8c4bf4947f0a9b29134715, accessed on: October 18, 2020.
[101] State of California. 2020. California Fire and Resource Assessment Program, Very High Fire Hazard Severity Zones in LRA Map, available at: https://osfm.fire.ca.gov/media/5948/rancho_cucamonga.pdf, accessed on: October 18, 2020.
[102] State of California. 2020. California State Responsibility Areas for Fire Protection, map viewer, available at: https://egis.fire.ca.gov/portal/home/item.html?id=f35d2f86ab8c4bf4947f0a9b29134715, accessed on: October 18, 2020.
[103] State of California. 2020. California Fire and Resource Assessment Program, Very High Fire Hazard Severity Zones in LRA Map, available at: https://osfm.fire.ca.gov/media/5948/rancho_cucamonga.pdf, accessed on: October 18, 2020.

and other vegetation debris are removed or maintained in accordance with Section 8.46.040 of the City's Municipal Code. Adjacent roadways that surround the Project site including Etiwanda Avenue and Foothill Boulevard would serve as fire breaks in the unlikely event of the uncontrolled spread of a wildfire given that these roadways are not located on slopes, are paved with concrete, and do not contain the combustible materials necessary to contribute to the start or spread of a wildfire. Impacts to wildland fire risks would be less than significant.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may result in temporary or ongoing impacts to the environment?

Less than Significant Impact. The Project site is located in a LRA and a non-Fire Hazard Severity Zone.[104,105] As discussed in Section 4.20(b), the proposed Project would adhere to the California Fire Code, the RCMC, and RCFPD Standard 49-1 which establishes fire management controls and details local regulations. No roads, fuel breaks, emergency water sources, or other utilities would be installed as part of the proposed Project. Impacts would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than Significant Impact. The Project site is located in a LRA and a non-Fire Hazard Severity Zone.[106,107] The Project site is located in an area that is relatively flat, with a slight slope in the southern portion of the area. As discussed in Sections 4.7(a)(iii) and 4.7(a)(iv), the Project site is not identified as a potential liquefication or landslide hazard area. The Project site is designated as an Area of Minimal Flood Hazard.[108] During operation, the Project site would be a residential development and would construct on-site storm drain facilities to convey runoff to the existing storm drain located in Foothill Boulevard. As such, the proposed Project would not expose people to downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant.

[104] State of California. 2020. California State Responsibility Areas for Fire Protection, map viewer, available at: https://egis.fire.ca.gov/portal/home/item.html?id=f35d2f86ab8c4bf4947f0a9b29134715, accessed on: October 18, 2020.
[105] State of California. 2020. California Fire and Resource Assessment Program, Very High Fire Hazard Severity Zones in LRA Map, available at: https://osfm.fire.ca.gov/media/5948/rancho_cucamonga.pdf, accessed on: October 18, 2020.
[106] State of California. 2020. California State Responsibility Areas for Fire Protection, map viewer, available at: https://egis.fire.ca.gov/portal/home/item.html?id=f35d2f86ab8c4bf4947f0a9b29134715, accessed on: October 18, 2020.
[107] State of California. 2020. California Fire and Resource Assessment Program, Very High Fire Hazard Severity Zones in LRA Map, available at: https://osfm.fire.ca.gov/media/5948/rancho_cucamonga.pdf, accessed on: October 18, 2020.
[108] United States Department of Homeland Security. 2014. Federal Emergency Management Agency (FEMA), National Flood Hazard Layer (NFHL) Viewer, available at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd, accessed on: October 18, 2020.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less Than Significant Impact After Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b.	Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.		X		
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact After Mitigation Incorporated. As discussed in Section 4.4(a), the Project site is a relatively small (5.2 acres) undeveloped area surrounded by residential and commercial development. Due to the high levels of historic disturbance and absence of native habitats, the BSA does not provide suitable habitat for any special-status plant species; therefore, none are expected to occur within the Project site. Similarly, the Project site generally does not provide suitable habitat for special-status wildlife species; however, marginal habitat for three special-status wildlife species (Crotch bumble bee *[Bombus crotchii],* and western yellow bat *[Lasiurus xanthinus],* and burrowing owl *[Athene cuniculari]* identified during the database review is present in the biological survey area. These special-status species have a low potential to occur. None of these special-status species or suitable habitat for these species were observed during the field survey. However, by avoiding construction activities during the bat roosting season or adhering to avoidance and minimization measures provided in **Mitigation Measure BIO-1** related to pre-construction surveys and maternity roost avoidance buffers, the direct impacts of construction on bat roosting and their associated habitat would be reduced to less than significant. Additionally, as requested by CDFW as a precautionary measure, **Mitigation Measure BIO-2** related to pre-construction surveys and burrowing owl habitat avoidance buffers would ensure appropriate steps are taken to prevent any potential impacts of construction on burrowing owls and their associated habitat.

Although, no plant or animal species listed on any state or federal lists for endangered, threatened or special status species were identified on the Project site, noise and dust generated during construction could indirectly impact nesting birds protected by the MBTA by causing them to avoid the area during construction. Should construction activities occur during the nesting bird season, the implementation of the **Mitigation Measure BIO-3** would ensure that no nesting birds protected under the MBTA are significantly affected. Implementation of **Mitigation Measures BIO-1 through BIO-3** would ensure that potential impacts to biological resources would be less than significant.

As discussed in Section 4.5(b), based on the results of the archival research and field survey, no known cultural resources are located on the Project site resulting in a low potential that archaeological resources would be encountered during ground-disturbing activities for the proposed Project. However, **Mitigation Measures CUL-1** and **CUL-2** would be implemented in order to reduce impacts to a less than significant level.

b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Less Than Significant Impact After Mitigation Incorporated. As discussed in Section 4.3(b) above, the proposed Project is located within the San Bernardino County portion of the South Coast Air Basin, which is currently designated nonattainment for O_3, PM10, and PM2.5 under the state standards and nonattainment for O_3 and PM2.5 under the federal standards. Implementation of the proposed Project would not exceed any applicable SCAQMD regional mass daily thresholds or LST values during construction or operation. Therefore, the proposed Project would not generate cumulatively considerable emissions of ozone precursors or particulate matter and impacts would be less than significant

As discussed in Sections 4.8(a) and 4.8(b) above, GHG emissions contribute to the global condition known as the greenhouse effect. As this issue is by its very nature cumulative, GHG emissions that would be generated during construction activities are amortized over a 30-year operational lifetime and considered in combination with future operational emissions beginning in 2024. The proposed Project would generate approximately 2,455.2 $MTCO_2e$ annual GHG emissions during temporary construction activities and future long-term operations which is below the screening threshold value of 3,000 $MTCO_2e$. The cumulative impact would be less than significant.

As discussed in Section 4.13 above, operation of the proposed Project would not result in a perceptible increase in noise levels over existing conditions or exceed the City's residential exterior standards. However, construction activities could result in temporary increases in noise and vibration levels at the Project site. Though construction noise and vibration impacts would be temporary in nature, implementation of **Mitigation Measures NOI-1 through NOI-7** would reduce impacts to less than significant levels. As such, there would be no perceptible permanent increase in ambient noise levels, and the proposed Project would not result in cumulatively considerable noise impact.

As discussed in Section 4.4 above, the proposed Project is located in an urban area and does not support native vegetation communities, resulting in a low potential for special-status wildlife to occur. The BSA occurs within an industrial center of the Los Angeles Basin and does not occur within or intersect a recognized/established regional wildlife corridor. However, the BSA is located within the Pacific Flyway which is an important migration pathway for many migrating bird species. Project construction activities (i.e., increased noise, human presence, vibration), although temporary, would

likely result in wildlife avoidance of the area during the construction timeframe. Implementation of Mitigation Measures BIO-1 through BIO-3, would reduce potential impacts to habitat fragmentation and protect roosting bats, burrowing owls, and nesting birds that may occur on the Project site. As such, the proposed Project would not have a potentially significant impact on biological resources, and cumulatively considerable impacts to wildlife would be less than significant.

The proposed Project would construct a 260-unit apartment complex in two four-story buildings in an urban area surrounding by residential and commercial uses. As previously discussed, impacts related to the proposed Project are less than significant or can be reduced to less than significant levels with the incorporation of mitigation measures. The proposed Project's contribution to any significant cumulative impacts would be less than cumulatively considerable.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact After Mitigation Incorporated. Numerous factors discussed above in the CEQA Initial Study Checklist pertain to the quality of the human environment. These potentially include Aesthetics, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation, and Wildfire. Based on the analysis contained above, the environmental impacts created by the proposed Project in relation to most of these factors would be less than significant. With the incorporation of appropriate mitigation measures, as described above, significant impacts related to geology and soils and noise would be reduced to less than significant. Therefore, the Project would not create environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. The impact is less than significant with implementation of the identified mitigation measures.

5 MITIGATION SUMMARY

The following provides a summary of the mitigation measures identified in the IS/MND.

BIOLOGICAL RESOURCES

BIO-1: No less than 60 days prior to initiating project activities, a CDFW-approved bat biologist shall conduct a bat roosting habitat suitability assessment of any vegetation that may be removed, altered, or indirectly impacted by the project activities. Any locations identified as having potentially suitable bat roosting habitat by the CDFW- approved bat biologist shall be subject to additional nighttime surveys (bat surveys) during the summer months (i.e., June-August) to determine the numbers and bat species using the roost(s). The information collected during these additional bat surveys shall be used by the CDFW-approved bat biologist to develop species-specific measures to minimize impacts to roosting bats should bats be detected using the site. The bat surveys shall be conducted by the CDFW-approved bat biologist using an appropriate combination of visual inspection, sampling, exit counts, and acoustic surveys. The results of the pre-construction bat surveys shall be submitted to CDFW for review no less than 30 days prior to the initiation of project activities.

If the presence of bats within the project is confirmed, avoidance and minimization measures, including the designation of buffers based upon what bat species are found, and phased removal of trees, shall be developed and submitted to CDFW for review and approval. If the site supports maternity roosts, Applicant shall avoid disturbing those areas during the breeding season.

If the site supports a maternity roost(s) or special-status species, Applicant shall contact CDFW and conduct an impact assessment prior to commencing project activities to assist in the development of minimization and mitigation measures. Applicant shall compensate for impacts and losses to maternity roosts and/or special-status bat habitat through a mitigation strategy approved by CDFW.

BIO-2: Applicant shall designate a burrowing owl biologist (Designated Biologist that is knowledgeable about the burrowing owl, including its natural history, habitat requirements, seasonal movements, and range, to survey and monitor for burrowing owls prior to project activities. The Designated Biologist shall complete necessary surveys, impact assessments, and associated reports following the recommendations and guidelines provided within the Staff Report on Burrowing Owl Mitigation (Department of Fish and Game, March 2012) or similar approach. The survey(s) shall encompass the entire project site and a 150-meter buffer surrounding it, and it shall occur at a time of the day when most burrowing owls are active. Pre-construction burrowing owl surveys shall also be conducted by the Designated Biologist 3 days prior to the start of project activities. If breeding season or pre-construction surveys confirm occupied burrowing owl habitat in or adjoining areas subject to project activities, the Applicant shall contact CDFW and conduct an impact assessment, in accordance with Staff Report on Burrowing Owl Mitigation prior to commencing project activities, to assist in the development of avoidance, minimization, and mitigation measures. Mitigation may include acquisition and in-perpetuity conservation of occupied burrowing owl habitat. To avoid direct take of owls, the Designated Biologist shall establish a conservative avoidance buffer and monitoring shall occur, if deemed necessary, based on identified activities. If relocation/passive exclusion is deemed necessary Applicant shall prepare a Burrowing Owl Exclusion Plan for CDFW review

and approval, in accordance with Staff Report on Burrowing Owl Mitigation (Department of Fish and Game, March 2012[109]).

BIO-3: Applicant shall ensure that impacts to nesting birds are avoided through the implementation of preconstruction surveys, ongoing monitoring, and if necessary, establishment of minimization measures. The Applicant shall designate a qualified biologist experienced in: identifying local and migratory bird species; conducting bird surveys using appropriate survey methodology (e.g., Ralph et al. 1993[110] and United States Fish and Wildlife Service and/or CDFW-accepted species-specific survey protocols, available here: https://www.wildlife.ca.gov/conservation/survey-protocols); nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success (e.g., Martin and Geupel 1993[111]); determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.

The Designated Biologist shall conduct a pre-construction survey at the appropriate time of day/night to identify nesting birds within three days prior to the start of project activities including vegetation clearing and ground-disturbance. The reconstruction survey shall be a pedestrian-based, visual encounter survey, providing full coverage of the Project parcels. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the property; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior (e.g., copulation, carrying of food or nest materials, nest building, removal of fecal sacks, flushing suddenly from atypically close range, agitation, aggressive interactions, feigning injury or distraction displays, or other behaviors).

If nesting birds are detected during pre-construction surveys, avoidance buffers shall be established, and biological monitoring shall be conducted during construction activities to avoid impacts to nesting birds (250-ft for raptors or special-status bird species and 50-ft for common bird species). If excluding work activities from any established buffers is not feasible, the qualified biologist may establish a modified buffer exclusion utilizing specific biological and/or ecological attributes of the project location and avian species. The active nest shall be monitored by the biologist for the duration of the construction until the young have fledged, or nest is no longer active. If the Designated Biologist determines nesting activities could fail as a result of work activities, all work shall cease within the buffer exclusion, and no entry into the buffer will occur.

CULTURAL RESOURCES

CUL-1: Before the start of ground-disturbing activities within the Project site, a qualified professional archaeologist who meets the Secretary of the Interior's Standards for Archaeology will conduct

[109] CDFW. 2012. Staff Report on Burrowing Owl Mitigation. March 7, Available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline, accessed on October 13, 2021.
[110] Ralph, C. John, et al. 1993. Handbook of Field Methods for Monitoring Landbirds. United States Department of Agriculture Forest Service Pacific Southwest Research Station. General Technical Report PSW-GTR-144. May.
[111] Martin, Thomas E. and Geoggrey R. Geupel. 1993. Nest-Monitoring Plots: Methods for Locating Nests and Monitoring Success. Journal of Field Ornithology: Vol 64: 4, pps: 507-519.

a training session and provide printed material to be presented to construction personnel. The purpose of this training and accompanying materials will be to familiarize construction personnel with the relevant legal context for cultural resources of the Proposed Project, and with the types of cultural sites, features, and artifacts that could be uncovered during construction activities. A secondary goal of such training is to minimize unauthorized collection of archaeological materials or vandalism to know archaeological sites. This training session will be conducted before beginning construction and will be repeated as needed as construction crews and supervisors change.

CUL-2 If archaeological material is uncovered in the course of ground-disturbing activities, work will be temporarily halted in the vicinity of the find (within a 60-foot buffer) and the Project Proponent shall retain a qualified professional archaeologist meeting Secretary of Interior standards to evaluate the significance of the find and determine appropriate treatment for the resource in accordance with California PRC §21083.2(i) and the provisions of CEQA. The qualified archaeologist shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following shall apply:

- If the qualified archaeologist determines the find does not represent a cultural resource, work may resume, and no agency notifications are required. A record of the archaeologist's determination shall be made in writing to the City.
- If the qualified archaeologist determines that the find does represent a cultural resource, is considered potentially eligible for listing on the CRHR, and avoidance is not feasible, then the City shall be notified and a qualified archaeologist shall prepare and implement appropriate treatment measures. The treatment measures may consist of data recovery excavation of a statistically significant part of those portions of the site that will be damaged or destroyed by the project. Work cannot resume within the no-work radius until the lead agency (the City), through consultation as appropriate, determines that the find is either not eligible for the CRHR, or that appropriate treatment measures have been completed to the satisfaction of the City in consultation with the tribes.
- Additionally, if the resource is prehistoric or historic-era and of Native American origin, as determined by a qualified professional archaeologist, then those Native American tribes that have requested consultation on the project pursuant to California PRC § 21080.3.1 shall be notified of the find, and shall consult on the eligibility of the resource and the appropriate treatment measures, as outlined **Mitigation Measure TCR-2** in Section 4.18**.**

GEOLOGY AND SOILS

GEO-1: Comply with the recommendations in the Geotechnical Investigation Report. The proposed Project shall be developed in adherence to the design and construction recommendations provided in Section 7 of the Geocon West, Inc. Geotechnical Investigation Report for the Proposed Multi-Family Residential Development at 12939 Foothill Boulevard, Rancho Cucamonga, California. APN: 0229-311-15. Recommendations described in the Geotechnical Investigation Report include general earthwork; soil and excavation characteristics; minimum resistivity, pH, and water-soluble sulfate; grading; shrinkage; conventional foundation design; foundation settlement; miscellaneous foundations; lateral design; concrete slabs-on-grade; preliminary pavement design; retaining wall design; dynamic lateral forces; retaining wall drainage; elevator design; temporary excavations and shoring of the soldier pile design and

installation; surface drainage; and grading, shoring, and foundation plan review by a Geotechnical Engineer.

NOISE

N-1: The construction contractor shall ensure that power construction equipment (including combustion or electric engines), fixed or mobile, shall be equipped with noise shielding and muffling devices (consistent with manufacturers' standards) during the entirety of construction of the proposed Project. The combination of muffling devices and noise shielding shall be capable of reducing noise by at least 5 dBA from non-muffled and unshielded noise levels. Prior to initiation of construction the contractor shall demonstrate to the city that equipment is properly muffled, shielded and maintained. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

N-2: The construction contractor shall ensure that barriers, such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around entire parameter of the Project site to minimize the amount of noise during construction on the nearby noise-sensitive uses located offsite. Noise barriers along the northern and western property lines shall be capable of reducing construction noise levels by at least 10 decibels in order to satisfy the residential daytime noise standard of 65 dBA L_{eq} and commercial daytime standard of 70 dBA L_{eq}. Noise barriers along the southern and eastern property lines shall be capable of reducing noise levels by at least 20 decibels in order to satisfy the residential daytime noise standard of 65 dBA L_{eq} and commercial daytime standard of 70 dBA L_{eq}. Noise measurements shall be measured weekly by the contractor or an acoustical professional during the entirety of project construction to ensure the construction noise standards would not be exceeded.

N-3: The construction contractor shall ensure that project construction shall not include the use of driven (impact) pile systems.

N-4: When construction parameters permit (e.g., equipment capable of producing required torque, horsepower etc.), the construction contractor shall use on-site electrical sources to power equipment rather than diesel generators.

N-5: The construction contractor shall ensure that noise and vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators) shall be conducted as far away (dependent on the requirement of construction work being conducted) as possible from the nearest sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses. The construction contractor shall locate construction staging areas away from noise-sensitive uses.

N-6: The construction contractor shall establish a "noise disturbance coordinator." The disturbance coordinator shall be responsible for responding to local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

N-7: The construction contractor shall limit construction equipment to an operating weight of 100,000 pounds or less when operating within 14 feet of the eastern property boundary of the Project site.

TRIBAL CULTURAL RESOURCES

TCR-1: The Project Applicant shall retain a Tribal monitor to be present on-site during ground-disturbing activities (e.g., grading, excavation, etc.) during Project construction. The Tribal monitor shall complete daily monitoring logs that describe daily activities and any cultural materials identified. These logs will be made available for inspection by all consulting Tribes.

TCR-2: If a prehistoric or historic-era resource is uncovered that is found to be of Native American origin, then those Native American tribes that have requested consultation on the project pursuant to Public Resources Code Section 21080.3.1 shall be consulted as to the find's significance and treatment. If the resource is found to be significant by the City, and the City in its role as lead agency determines that the resource is a Tribal Cultural Resource pursuant to Public Resources Code Section 21074, then, pursuant to Public Resources Code Section 21084.3(a), avoidance of the resource is preferred. If avoidance is not feasible, then treatment measures will be developed by a qualified archaeologist with input from those Native American tribes that have requested consultation on the project pursuant to California PRC § 21080.3.1. The consulting tribes will be provided information about the find and its proposed treatment after the archaeologist makes his/her initial assessment, so that the consulting tribes may provide input with regards to significance and treatment. The consulting tribes will also be given the opportunity to comment on any treatment measures generated by the qualified archaeologist for resources of prehistoric or Native American origin. The tribes shall promptly provide comment after being notified of the find and proposed treatment measures. The treatment measures may consist of data recovery excavation of a statistically significant part of those portions of the site that will be damaged or destroyed by the project and will detail the plan for final disposition of finds.

In the unlikely event human remains are discovered, work in the immediate vicinity of the discovery would be suspended and the San Bernardino County Coroner contacted. If the remains are deemed Native American in origin, the Coroner would contact the Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resource Code Section 5097.98 and California Code of Regulations Section 15064.5. Work may be resumed at the landowner's discretion but would only commence after consultation and treatment have been concluded. Work may continue on other parts of the project while consultation and treatment are conducted.

6 LIST OF PREPARERS

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APPENDIX A

AIR QUALITY IMPACTS ASSESSMENT

APPENDIX B

BIOLOGICAL RESOURCES ASSESSMENT

APPENDIX C

PHASE I CULTURAL RESOURCES INVESTIGATION

APPENDIX D

ENERGY RESOURCES IMPACTS ASSESSMENT

APPENDIX E

GEOTECHNICAL INVESTIGATION

APPENDIX F

GREENHOUSE GAS EMISSIONS ASSESSMENT

APPENDIX G

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TRIBAL CONSULTATION (AB 52) ATTACHMENTS

APPENDIX K

Air Quality, Greenhouse Gas Emissions, and Health Risk Assessment Modeling Outputs

APPENDIX L

Supplemental Memo – Parking Garage Design Augmentation

APPENDIX M

Comment Letters

APPENDIX N

Response to Comments Matrix

APPENDIX O

Strikeout/Underline Version of IS/MND – First Circulation