

# 4. Environmental Setting

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## 4.1 INTRODUCTION

This section provides a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective” (CEQA Guidelines Section 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project. The baseline physical conditions for the analyses in the Draft Environmental Impact Report (EIR) are October 7, 2021, when the Notice of Preparation (NOP) was issued.

## 4.2 REGIONAL ENVIRONMENTAL SETTING

### 4.2.1 Regional Location

The project site is in the City of Fontana, San Bernardino County. Fontana is in the southwest corner of San Bernardino County and is surrounded by the cities of Rancho Cucamonga, Ontario, Rialto, and Jurupa Valley and unincorporated San Bernardino County (see Figure 3-1, *Regional Location*). Regional access to the project site is provided via Interstate 10 (I-10, San Bernardino Freeway) approximately one mile north of the project site.

### 4.2.2 Regional Planning Considerations

#### 4.2.2.1 SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the region’s metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents.

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods. On September 3, 2020, SCAG’s Regional Council adopted Connect SoCal (2020–2045 RTP/SCS). Connect SoCal is a long-range

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visioning plan that builds on and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The 2020–2045 RTP/SCS includes a “Core Vision” that centers on maintaining and better managing the transportation network for moving people and goods; expanding mobility choices by locating housing, jobs, and transit closer together; and increasing investments in transit and complete streets (SCAG 2020).

### 4.2.2.2 SOUTH COAST AIR BASIN AIR QUALITY MANAGEMENT PLAN

The project site is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District. The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law, and standards detailed in the SoCAB Air Quality Management Plan. These regulated air pollutants are known as criteria air pollutants—carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide SO<sub>2</sub>, coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead. VOC and NO<sub>x</sub> are criteria pollutant precursors and go on to form secondary criteria pollutants, such as ozone (O<sub>3</sub>), through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet ambient air quality standards (AAQS) for that pollutant. The SoCAB is designated nonattainment for O<sub>3</sub> and PM<sub>2.5</sub>, (San Bernardino County only) under the California and National AAQS and nonattainment for PM<sub>10</sub> under the California AAQS (CARB 2021; USEPA 2021).

### 4.2.2.3 GREENHOUSE GAS EMISSIONS REDUCTION LEGISLATION

Current State of California guidance and goals for reductions in greenhouse gas (GHG) emissions are generally embodied in Executive Order S-03-05; Executive Order B-30-15; Executive Order B-55-18; Assembly Bill 32 (AB 32), Senate Bill 32 (SB 32); AB 1279, and SB 375.

- **Executive Order S-03-05**, signed June 1, 2005, set the following GHG reduction targets for the State of California:
  - 2000 levels by 2010
  - 1990 levels by 2020
  - 80 percent below 1990 levels by 2050
- **Assembly Bill 32** was passed by the state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the emissions reduction targets established in Executive Order S-03-05. Based on the GHG emissions inventory conducted for its 2008 Scoping Plan, the California Air Resources Board (CARB) approved a 2020 emissions limit of 427 million metric tons of carbon dioxide-equivalent emissions (MMT<sub>CO<sub>2</sub>e</sub>) for the state (CARB 2008). CARB is required to update the Scoping Plan every five years. In 2015, Governor Brown signed Executive Order B-30-15 into law, establishing a GHG reduction target for year 2030, which was later codified under Senate Bill 32.
- **Senate Bill 32** made the Executive Order B-30-15 goal for year 2030 of a 40 percent reduction below 1990 levels by 2030 into a statewide-mandated legislative target. CARB issued an update to its Scoping Plan in 2017 that lays out programs for meeting the SB 32 reduction target (CARB 2017).

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- **Senate Bill 375** was adopted in 2008 to connect GHG emissions reductions targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled and vehicle trips.
- **Executive Order B-55-18** sets a goal for the state to achieve carbon neutrality no later than 2045 and to achieve and maintain net negative emissions thereafter. CARB adopted the 2022 Scoping Plan in December 2022 to address the carbon neutrality goals of the Executive Order B-55-18. The measures in the 2022 Scoping Plan would achieve 80 percent below 1990 levels by 2050.
- **Assembly Bill 1279** was passed on August 31, 2022, which required California to achieve net-zero GHG emissions no later than 2045 and to achieve and maintain negative GHG emissions thereafter. Additionally, AB 1279 established a GHG emissions reduction goal of 85 percent below 1990 levels by 2045.

### 4.3 LOCAL ENVIRONMENTAL SETTING

#### 4.3.1 Location and Land Use

The project site is located at the “T” intersection of Sierra Avenue and Underwood Drive in the City of Fontana, San Bernardino County. The project site includes five vacant parcels, Assessor’s Parcel Numbers (APNs) 0255-101-05 through 09, totaling 14.3 acres. The project site is bordered by Sierra Avenue to the east, vacant lots and residential uses to the west,<sup>1</sup> commercial uses to the north (animal hospital, beauty salon, The Home Depot, and a restaurant), and a detention basin to the south.<sup>2</sup> Uses east across Sierra Avenue are residential and commercial (Walgreens and Bank of America).

#### 4.3.2 Existing Conditions

The project site is currently vacant and is surrounded by a four-foot chain-link fence. The project site contains several trees, grasses, and other plants typical of an unmaintained vacant lot. The project site is relatively level without noticeable slopes or grade differences. Although the project site is vacant, there are several curb cuts along Sierra Avenue from previous development.

#### 4.3.3 Surrounding Land Uses

The new Fontana campus is surrounded by commercial uses (The Home Depot, animal hospital, beauty salon, and restaurant) to the north, residential and commercial uses (Sierra Crossroads Shopping Center with stores such as Walgreens, Bank of America, Little Caesars, Waba Grill, Stater Bros, etc.) to the east, and vacant lots and residential uses to the west,<sup>3</sup> and a detention basin to the south.<sup>4</sup> There is a development plan to develop

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<sup>1</sup> Adjacent properties to the west have been developed as a warehouse as of January 2023.

<sup>2</sup> The detention basin property has been entitled to be developed as an affordable housing project by the City of Fontana (State Clearinghouse No. 2022100111) in November 2022.

<sup>3</sup> Adjacent properties to the west have been developed as a warehouse as of January 2023.

<sup>4</sup> The detention basin property has been entitled to be developed as an affordable housing project by the City of Fontana (State Clearinghouse No. 2022100111) in November 2022

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the vacant lot to the west as a large industrial warehouse development and a plan to develop the vacant lot to the south as a 155-unit multifamily housing development (see Figure 3-3, *Aerial Photograph*).

### 4.3.4 General Plan and Zoning

The project site is designated WMXU-1 (Walkable Mixed-Use Corridor & Downtown) by the City's General Plan Land Use Plan and zoned FBC (Form Based Code) in the City's Zoning District Map. See Figure 4-1, *General Plan Land Use Designations*, and Figure 4-2, *Zoning District Map*. Within the FBC zoning district, the project site is designated Transitional District. See Figure 4-3, *Form-Based Code Districts*.

### 4.3.5 Public Service and Utilities

The project site is currently vacant but is surrounded by urban development with existing public services and utilities. The project site is within the service boundaries of the following utilities and public services providers:

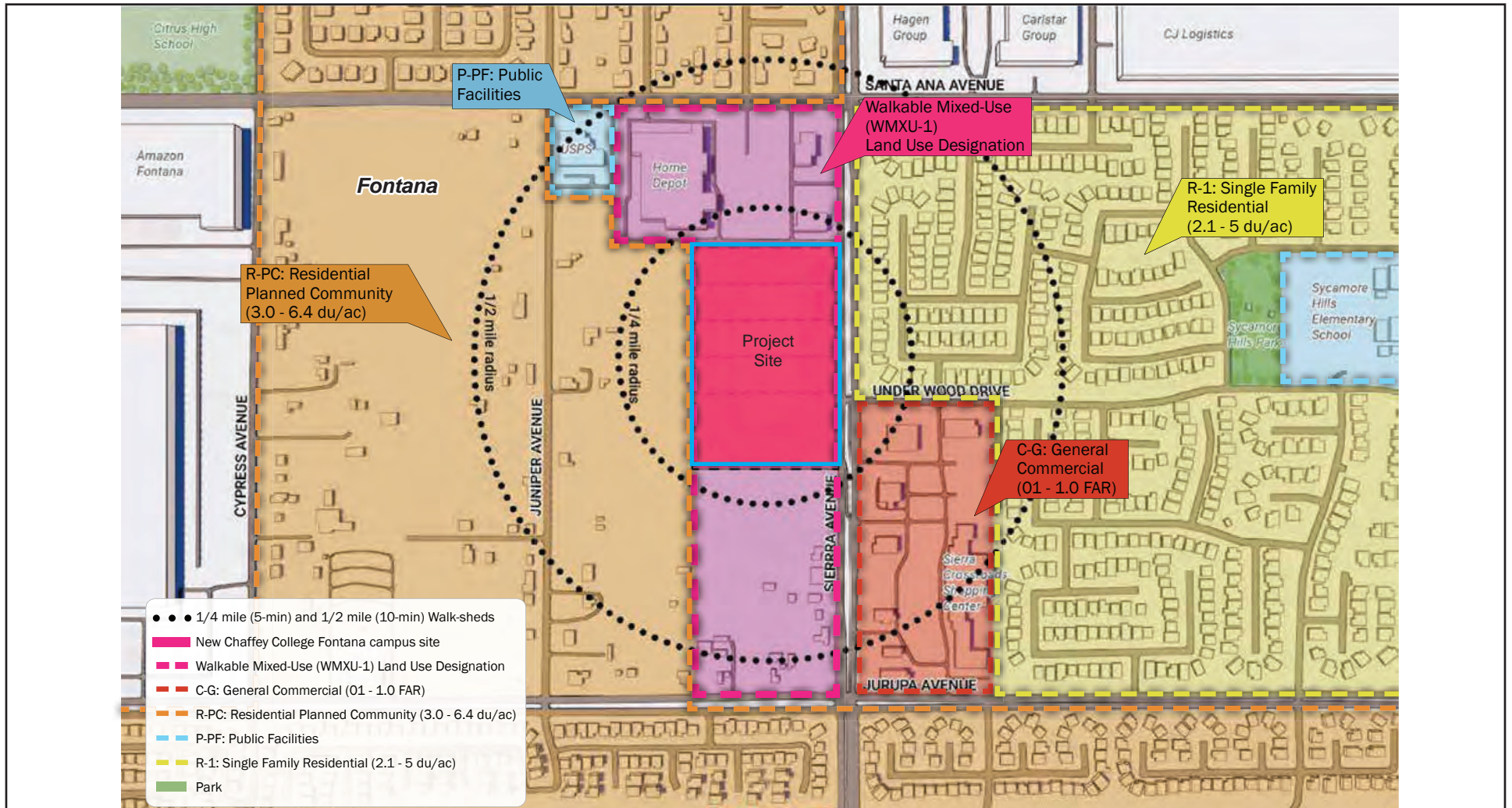
- Water: Fontana Water Company provides water services to the project site.
- Wastewater: The City of Fontana provides sewer services to the project site.
- Electricity: Southern California Edison provides electricity to the project site.
- Natural Gas: Southern California Gas Company provides natural gas service to the project site.
- Fire Protection Services: The Fontana Fire Protection District provides fire protection services to the project site.
- Police Protection Services: The Fontana Police Department provides police protection services to the project site.

## 4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Cumulative impacts are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (14 CCR [CA Code of Regulations] Section 15355). Cumulative impacts are the change caused by the incremental impact of the project evaluated in the EIR together with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130 of the CEQA Guidelines states that cumulative impacts must be discussed when the project's incremental effect is cumulatively considerable. It further states that this discussion must reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as for the project.

Figure 4-1 - General Plan Land Use Designations  
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Project Boundary



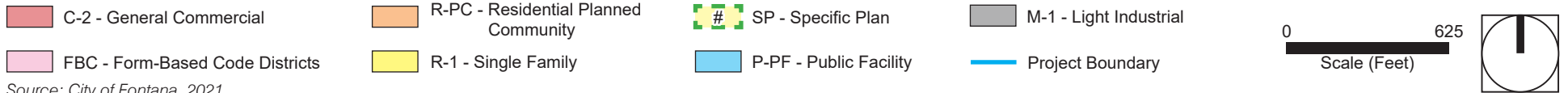
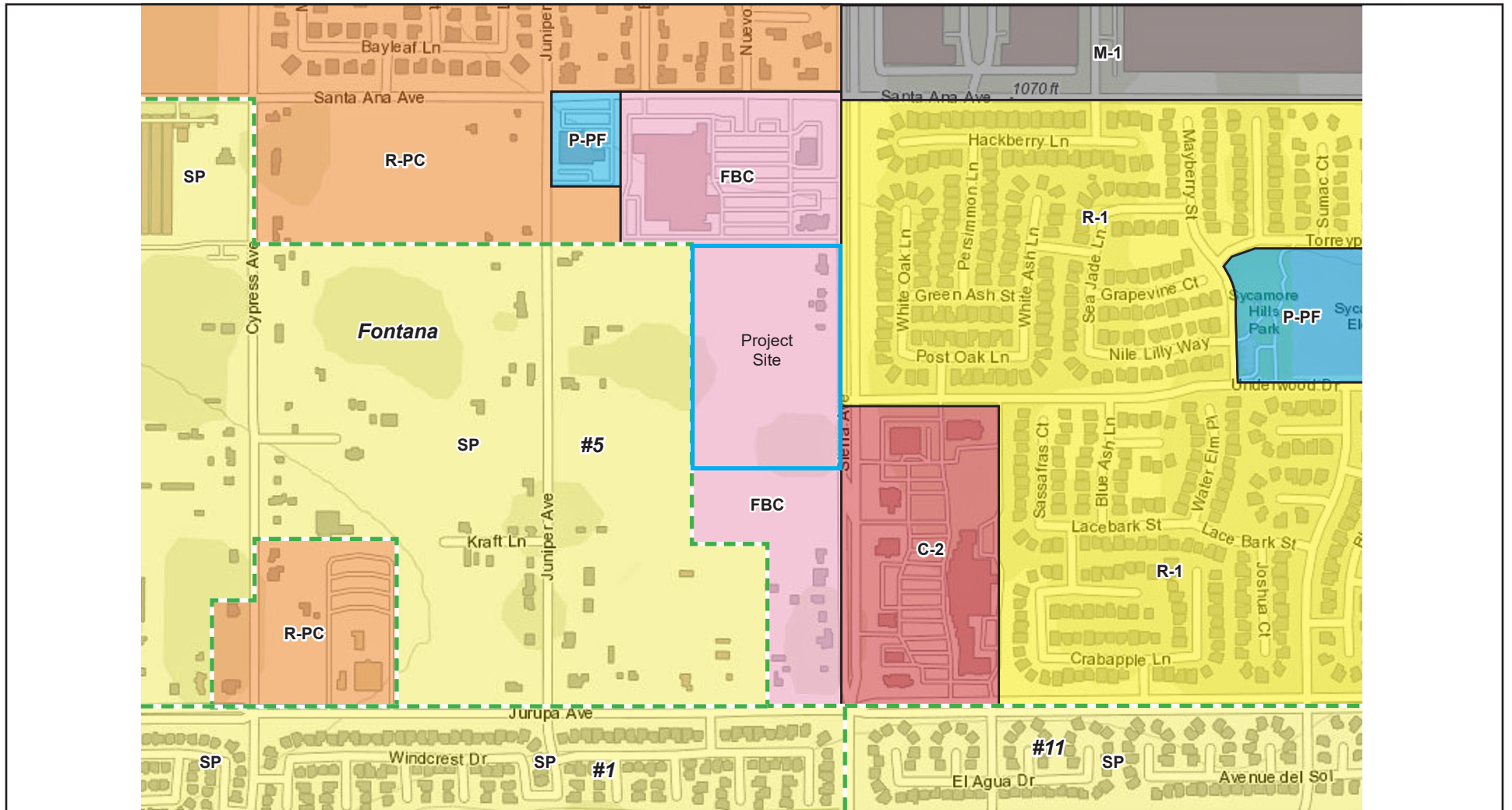
Source: DLR Group, 2021

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Figure 4-2 - Zoning District Map  
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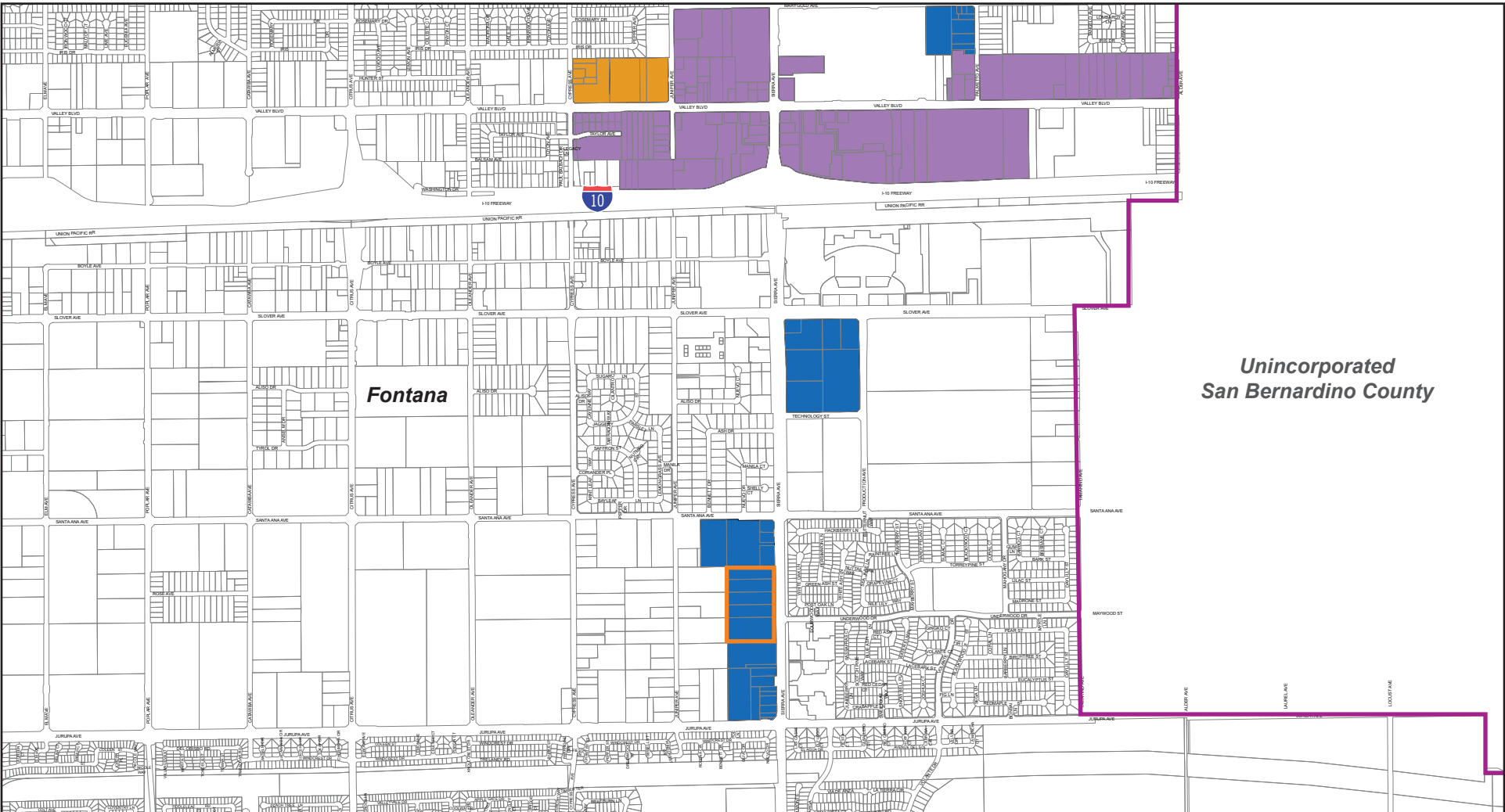
Source: City of Fontana, 2021

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Figure 4-3 - Form-Based Code Districts  
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- Multi-Family
- Transitional
- Project Boundary
- Valley Gateway
- City Boundary



Source: City of Fontana, 2021

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The information used in an analysis of cumulative impacts comes from one of two sources (per 14 CCR Section 15130 [b][1]):

- A. A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.
- B. A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The cumulative impact analyses in this EIR use a combination of Sources A and B. Depending on the environmental category, the cumulative impact analysis in each topical section of this EIR may use either source. In some cases, the potential for cumulative impacts is confined to the project site and its immediate surroundings. Potential cumulative impacts that have the potential for impacts beyond the project site boundaries (e.g., traffic, air quality, GHG emissions) have been addressed by using the growth projections adopted by the City of Fontana, SCAG's 2020 Regional Transportation Plan /Southern California Strategies (ConnectSoCal), and the cumulative development projects, as appropriate. Table 4-1, *Cumulative Development Land Use Summary*, provides a list of cumulative projects used in some sections of the EIR. Figure 4-4, *Cumulative Development Locations*, shows the locations of the cumulative projects. The list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections based on a conversation with the City of Fontana as part of the Traffic Report preparation. The Traffic Report is included in Appendix L to the Draft EIR. Refer to Chapter 5, *Environmental Analysis*, for a discussion of the cumulative impacts associated with development and growth in the city and region for each environmental resource topic.

**Table 4-1 Cumulative Development Land Use Summary**

ID	Project	Land Use	Quantity
F1	West Valley Logistics Center	High-Cube Fulfillment Center	3,473,690 SF
F2	GLC Fontana III	Warehousing	362,416 SF
		High-Cube Cold Storage	90,604 SF
F3	Fontana Foothills	High-Cube Warehouse / Distribution Center	754,408 SF
F4	Slover Industrial Center	High-Cube Warehouse (Cold Storage)	20,421 SF
		Warehousing	115,719 SF
F5	La Quinta Inn	Hotel	104 Room
F6	Townplace Suites	Hotel	116 Room
F7	Citrus/Slover Warehouse (SEC of Citrus Av. & Slover Av.)	Warehousing	194,212 SF
F8	Cypress and Slover Warehouse	High-Cube Warehouse (Cold Storage)	156,365 SF
		High-Cube Fulfillment Center	469,095 SF
F9	Slover Avenue Office/Warehouse	Warehouse	41,000 SF
F10	Transwestern Buildings – Boyle	Warehouse	483,500 SF
F11	Sierra Business Center	High-Cube Warehouse Fulfillment Center (Sort)	707,735 SF
F12	Affordable Housing Project	Affordable Homes	130 DU

Source: Urban Crossroads 2022.

Notes: SF = square feet

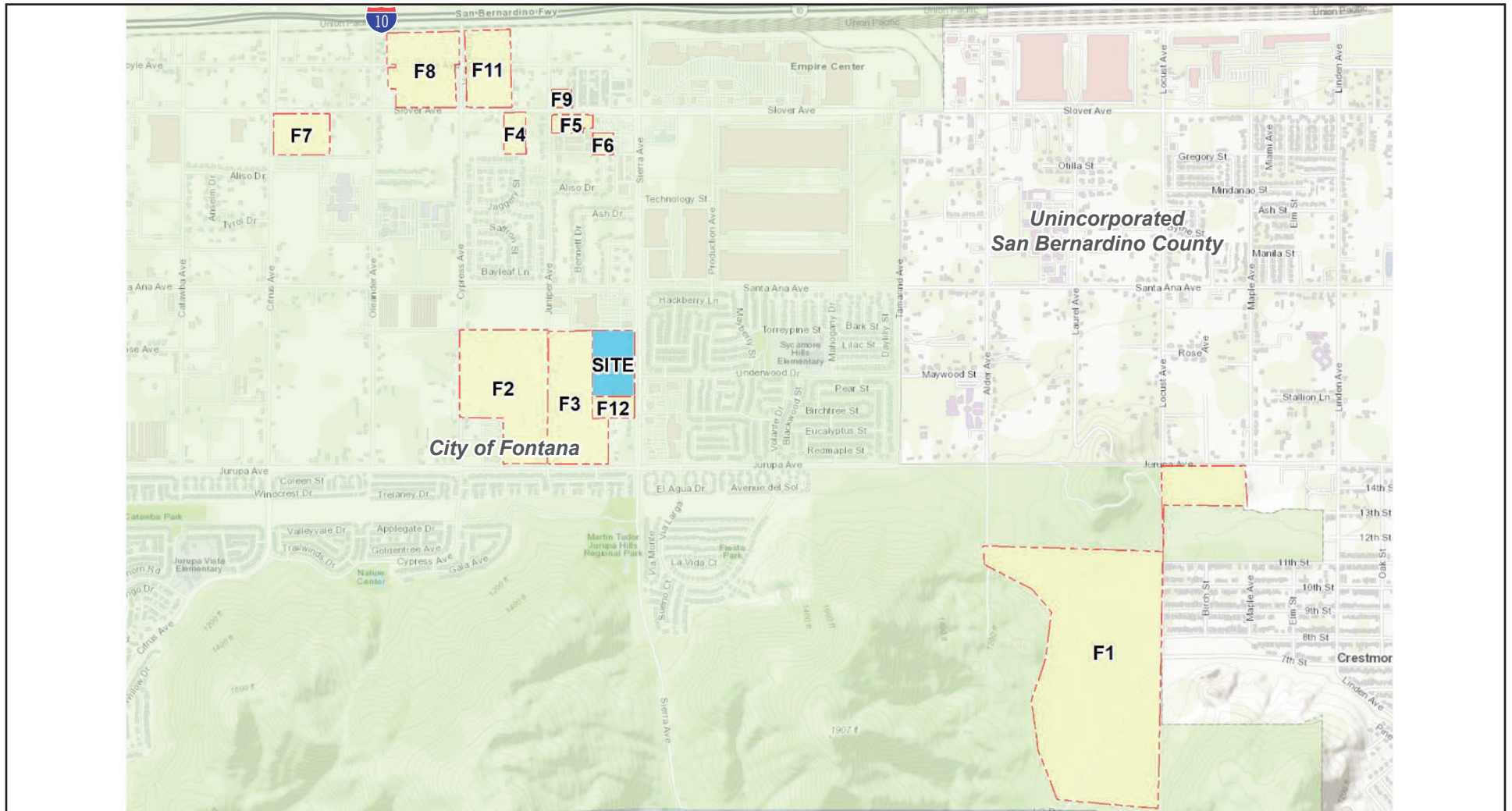
DU = dwelling units

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### 4.5 REFERENCES

- California Air Resources Board (CARB). 2008, October. Climate Change Proposed Scoping Plan: A Framework for Change.
- . 2010, August. Staff Report Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375.
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- US Environmental Protection Agency (EPA). 2021, August 31. California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants.  
[https://www3.epa.gov/airquality/greenbook/anayo\\_ca.html](https://www3.epa.gov/airquality/greenbook/anayo_ca.html).
- Urban Crossroads. 2022, March 8. Chaffey Community College District's Fontana Campus Master Plan Traffic Study.

Figure 4-4 - Cumulative Development Locations  
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Source: Urban Crossroads, 2021

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