

POPLAR SOUTH DISTRIBUTION CENTER SCH 2022090611



FONTANA
CALIFORNIA

prepared for:

City of Fontana
8353 Sierra Avenue
Fontana, CA 92335

prepared with the assistance of:

EPD, Solutions Inc.
Irvine, CA 92614
(949) 794-1180
www.epdsolutions.com

June 2023

Draft Environmental Impact Report

E | P | D
SOLUTIONS, INC

TABLE OF CONTENTS

Section	Page
LIST OF FIGURES	ii
LIST OF TABLES	iii
APPENDICES	v
ACRONYMS AND ABBREVIATIONS	vi
1.0 EXECUTIVE SUMMARY	1-1
2.0 INTRODUCTION	2-1
3.0 PROJECT DESCRIPTION	3-1
4.0 ENVIRONMENTAL SETTING	4-1
5.0 ENVIRONMENTAL IMPACT ANALYSIS	5-1
SECTION 5.1, AESTHETICS.....	5.1-1
SECTION 5.2, AIR QUALITY	5.2-1
SECTION 5.3, BIOLOGICAL RESOURCES	5.3-1
SECTION 5.4, CULTURAL RESOURCES	5.4-1
SECTION 5.5, ENERGY	5.5-1
SECTION 5.6, GEOLOGY AND SOILS	5.6-1
SECTION 5.7, GREENHOUSE GAS	5.7-1
SECTION 5.8, HAZARDS AND HAZARDOUS MATERIALS	5.8-1
SECTION 5.9, HYDROLOGY AND WATER QUALITY.....	5.9-1
SECTION 5.10, LAND USE AND PLANNING	5.10-1
SECTION 5.11, NOISE	5.11-1
SECTION 5.12, POPULATION AND HOUSING	5.12-1
SECTION 5.13, PUBLIC SERVICES	5.13-1
SECTION 5.14, TRANSPORTATION.....	5.14-1
SECTION 5.15, TRIBAL CULTURAL RESOURCES.....	5.15-1
SECTION 5.16, UTILITIES.....	5.16-1
6.0 OTHER CEQA CONSIDERATIONS	6-1
7.0 EFFECTS FOUND NOT SIGNIFICANT	7-1
8.0 ALTERNATIVES	8-1
9.0 PREPARERS AND PERSONS CONTACTED	9-1

LIST OF FIGURES

Figure		Page
FIGURE 3-1	REGIONAL LOCATION	3-3
FIGURE 3-2	LOCAL VICINITY	3-5
FIGURE 3-3	AERIAL VIEW	3-7
FIGURE 3-4	EXISTING GENERAL PLAN LAND USE	3-15
FIGURE 3-5	PROPOSED GENERAL PLAN LAND USE	3-17
FIGURE 3-6	EXISTING SWIP LAND USE	3-19
FIGURE 3-7	PROPOSED SWIP LAND USE	3-21
FIGURE 3-8	CONCEPTUAL SITE PLAN	3-23
FIGURE 3-9	ELEVATIONS	3-25
FIGURE 3-10	TRUCK ROUTES	3-27
FIGURE 3-11	LANDSCAPE PLAN	3-29
FIGURE 3-12	UTILITY PLAN	3-31
FIGURE 4-1A	EXISTING SITE PHOTOS	4-3
FIGURE 4-1B	EXISTING SITE PHOTOS	4-5
FIGURE 4-1C	EXISTING SITE PHOTOS	4-7
FIGURE 5-1A	CUMULATIVE PROJECTS	5-7
FIGURE 5-1B	CUMULATIVE PROJECTS	5-8
FIGURE 5.2-1	SENSITIVE RECEPTOR LOCATIONS	5.2-19
FIGURE 5.11-1	NOISE MEASUREMENT LOCATIONS	5.11-7
FIGURE 5.11-2	ONTARIO AIRPORT NOISE CONTOURS	5.11-9
FIGURE 5.14-1	SBCTA VMT SCREENING TOOL RESULTS	5.14-9

LIST OF TABLES

Table	Page
TABLE 1-1	SUMMARY OF IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE..... 1-5
TABLE 2-1	ENVIRONMENTAL TOPICS IDENTIFIED IN THE NOP FOR FURTHER EVALUATION 2-2
TABLE 2-2	SUMMARY OF NOP COMMENT LETTERS..... 2-3
TABLE 3-1	PROJECT PARKING 3-12
TABLE 3-2	CONSTRUCTION SCHEDULE 3-33
TABLE 3-3	CONSTRUCTION EQUIPMENT..... 3-34
TABLE 4-1	SURROUNDING EXISTING LAND USE, ZONING, AND SPECIFIC PLAN DESIGNATIONS 4-2
TABLE 4-2	SUMMARY OF 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS 4-20
TABLE 4-3	POPULATION TRENDS IN THE CITY OF FONTANA..... 4-21
TABLE 4-4	HOUSING TRENDS IN THE CITY OF FONTANA 4-21
TABLE 4-5	EMPLOYMENT TRENDS IN THE CITY OF FONTANA..... 4-22
TABLE 4-6	JOBS - HOUSING TRENDS IN THE CITY OF FONTANA 4-22
TABLE 4-7	FIRE STATIONS..... 4-23
TABLE 5-1	CUMULATIVE PROJECTS LIST..... 5-4
TABLE 5.1-1	SED DEVELOPMENT STANDARD CONSISTENCY..... 5.1-6
TABLE 5.2-1	AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS 5.2-2
TABLE 5.2-2	AIR QUALITY MONITORING SUMMARY 2019-2021 5.2-16
TABLE 5.2-3	ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN (SCAB) 5.2-17
TABLE 5.2-4	SCAQMD REGIONAL AIR QUALITY THRESHOLDS..... 5.2-21
TABLE 5.2-5	SCAQMD LOCALIZED SIGNIFICANCE THRESHOLDS 5.2-22
TABLE 5.2-6	MAXIMUM PEAK CONSTRUCTION EMISSIONS..... 5.2-25
TABLE 5.2-7	SUMMARY OF PEAK OPERATIONAL EMISSIONS..... 5.2-26
TABLE 5.2-8	TRAFFIC VOLUMES FOR INTERSECTIONS EVALUATED IN 2003 AQMP 5.2-28
TABLE 5.2-9	LOCALIZED SIGNIFICANCE EMISSIONS PEAK CONSTRUCTION..... 5.2-28
TABLE 5.2-10	LOCALIZED SIGNIFICANCE EMISSIONS FROM PROJECT OPERATION..... 5.2-29
TABLE 5.2-11	HEALTH RISKS FROM PROJECT CONSTRUCTION 5.2-31
TABLE 5.2-12	HEALTH RISKS FROM PROJECT OPERATIONS 5.2-31
TABLE 5.3-1	POTENTIAL SPECIAL-STATUS PLAN SPECIES LIST..... 5.3-4
TABLE 5.3-2	POTENTIAL SPECIAL-STATUS ANIMAL SPECIES LIST 5.3-10
TABLE 5.5-1	ESTIMATED CONSTRUCTION FUEL CONSUMPTION 5.5-7
TABLE 5.5-2	ESTIMATED ANNUAL OPERATIONAL VEHICLE FUEL CONSUMPTION 5.5-7
TABLE 5.7-1	PROJECT GENERATED GREENHOUSE EMISSIONS..... 5.7-15
TABLE 5.7-2	PROJECT CONSISTENCY WITH THE CARB 2022 SCOPING PLAN..... 5.7-16
TABLE 5.7-3	PROJECT CONSISTENCY WITH FONTANA GENERAL PLAN CONSERVATION ELEMENT POLICIES 5.7-19
TABLE 5.8-1	HAZARDOUS MATERIALS SITES NEAR PROJECT SITE..... 5.8-14
TABLE 5.9-1	IMPERVIOUS SURFACE AREA FOR PROJECT SITE 5.9-11
TABLE 5.10-1	SCAG RTP/SCS CONSISTENCY ANALYSIS..... 5.10-8
TABLE 5.10-2	GENERAL PLAN CONSISTENCY 5.10-10
TABLE 5.10-3	SOUTHWEST INDUSTRIAL PARK SPECIFIC PLAN CONSISTENCY 5.10-14
TABLE 5.11-1	OPERATIONAL NOISE STANDARDS..... 5.11-5
TABLE 5.11-2	CONSTRUCTION NOISE STANDARDS..... 5.11-5
TABLE 5.11-3	SUMMARY OF 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS 5.11-6
TABLE 5.11-4	CONSTRUCTION REFERENCE NOISE LEVELS 5.11-13
TABLE 5.11-5	CONSTRUCTION NOISE LEVELS AT RECEPTOR LOCATIONS..... 5.11-14
TABLE 5.11-6	CONSTRUCTION NOISE LEVEL COMPLIANCE..... 5.11-14
TABLE 5.11-7	DAYTIME OPERATIONAL NOISE LEVELS 5.11-16
TABLE 5.11-8	NIGHTTIME OPERATIONAL NOISE LEVELS..... 5.11-16
TABLE 5.11-9	VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT 5.11-17
TABLE 5.11-10	CONSTRUCTION VIBRATION LEVELS 5.11-18
TABLE 5.12-1	POPULATION TRENDS IN THE CITY OF FONTANA..... 5.12-3
TABLE 5.12-2	HOUSING TRENDS IN THE CITY OF FONTANA 5.12-3
TABLE 5.12-3	EMPLOYMENT TRENDS IN THE CITY OF FONTANA..... 5.12-4
TABLE 5.12-4	JOBS - HOUSING TRENDS IN THE CITY OF FONTANA 5.12-4
TABLE 5.13-1	FIRE STATIONS..... 5.13-5
TABLE 5.14-1	PROPOSED PROJECT TRIP GENERATION..... 5.14-6

TABLE 5.14-2 DAILY CONSTRUCTION VEHICLE TRIPS..... .5.14-7

TABLE 5.16-1 FWC WATER SUPPLY 20205.16-4

TABLE 5.16-2 FWC PROJECTED WATER SUPPLY (AF)..... .5.16-5

TABLE 5.16-3 FWC PROJECTED WATER DEMAND (AF)5.16-5

TABLE 5.16-4 FWC PROJECTED WATER DEMAND IN NORMAL, SINGLE AND MULTIPLE DRY YEARS (AF)5.16-6

TABLE 8-1 ALTERNATIVE 2 TRIP GENERATION 8-11

TABLE 8-2 IMPACT COMPARISON OF THE PROPOSED PROJECT AND ALTERNATIVES..... 8-13

TABLE 8-3 COMPARISON OF THE PROPOSED PROJECT AND ALTERNATIVES' ABILITY TO MEET OBJECTIVES..... 8-14

APPENDICES

Appendix	Title
APPENDIX A	NOP AND NOP COMMENTS
APPENDIX B	AQ, GHG, ENERGY, AND HRA ANALYSIS
APPENDIX C	GENERAL BIOLOGICAL ASSESSMENT
APPENDIX D	ARBORIST STUDY
APPENDIX E	CULTURAL RESOURCES STUDY
APPENDIX F	HISTORICAL RESOURCES SUMMARY
APPENDIX G	GEOTECHNICAL INVESTIGATION
APPENDIX H	PALEONTOLOGICAL RESOURCES STUDY
APPENDIX I	PHASE I ENVIRONMENTAL SITE ASSESSMENT
APPENDIX J	PRELIMINARY HYDROLOGY STUDY
APPENDIX K	PRELIMINARY WQMP
APPENDIX L	NOISE ASSESSMENT
APPENDIX M	TRIP GENERATION AND VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS

ACRONYMS AND ABBREVIATIONS

°C	degrees celsius
µg/m ³	micrograms per cubic meter
AB 52	California Assembly Bill 52
ACM	asbestos-containing material
AF	acre-feet
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
AQMP	Air Quality Management Plan
APN	Assessor's Parcel Number
ATCM	airborne toxic control measure
BACM	best available control measure
BACT	best available control technology
Basin	South Coast Air Quality Basin
BAU	business as usual
BFE	base flood elevation
bgs	below ground surface
BMPs	Best Management Practices
CAA	Clean Air Act of 1970
CAAA	CAA Amendments of 1990
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan of 2013
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act of 1988
CDFW	California Department of Fish and Wildlife
CC&Rs	Covenants, Conditions, and Restrictions
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGEU	California Gas and Electric Utilities 2016 California Gas Report
CGS	California Geological Survey
CH ₄	methane
CHAPIS	Community Health Air Pollution Information System (CARB)
CHRIS	California Historical Resources Inventory System
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CTP	Clean Truck Program
CUP	Conditional Use Permit
dB	decibel
dBA	A-weighted decibels
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control

EIR	Environmental Impact Report
EMS	Emergency Medical Services
ESA	Environmental Site Assessment
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act of 1973
FMMP	Farmland Mapping and Monitoring Program
gal/day	gallons per day
GHG	greenhouse gas
GWP	global warming potential
Handbook	Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005)
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDT	Heavy Duty Trucks
HFCs	hydroflouorocarbons
Hot Spots Act	Air Toxics Hot Spots Information and Assessment Act of 1987
HP	horsepower
HPLV	High Pressure Low Volume
HVAC	heating, ventilating, and air conditioning
ICU	intersection capacity utilization
I	Interstate
I-10	Interstate 10
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LEV	Low Emission Vehicle
LID	low impact development
LOS	level of service
LSTs	localized significance thresholds
MACT	maximum available control technology
MBTA	Migratory Bird Treaty Act of 1918
MCC	Material Culture Consulting
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric tons
MT CO ₂ e	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NALs	numeric action levels
NCCP	Natural Community Conservation Plan
NESHAP	national emissions standards for HAPs
NH ₃	ammonia
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic and Safety Administration
NOP	Notice of Preparation
NO ₂	nitrogen oxide
NO _x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRCS	U.A. Department of Agriculture Natural Resources Conservation Service

O ₃	ozone
ODC	Ontario Development Code
ONT	Ontario International Airport
PA	Planning Area
Pb	lead
PDF	project design feature
PFCs	perfluorocarbons
PM _{2.5}	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM ₁₀	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PPP	Plans, Programs, and Policies
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
PWS	public water supplier
REC	recognized environmental conditions
ROG	reactive organic gas
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB 18	California Senate Bill 18, Ch. 905 (2004)
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SCS	Sustainable Communities Strategy
SF	square feet
SF ₆	sulfur hexafluoride
SIP	state implementation plan
SO ₂	sulfur dioxide
SO ₃	sulfur trioxide
SO ₄	sulfates
SoCalGas	Southern California Gas Company
SO _x	sulfur oxides
SP	Specific Plan
SR	State Route
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	Storm Water Resources Control Board
TACs	toxic air contaminants
TIA	Traffic Impact Analysis
tpy	tons per year
TTCP	traditional tribal cultural places
TUA	traditional use area
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UTRs	utility tractors
UWMP	Urban Water Management Plan
VdB	velocity levels expressed in decibel notation
VMT	vehicle miles travelled
VOC	volatile organic compounds

WDR	Waste Discharge Requirements
Williamson Act	California Land Conservation Act of 1965
WQC	Water Quality Certification

1.0 Executive Summary

This Draft Environmental Impact Report (Draft EIR) evaluates the environmental effects that may result from the construction and operation of the proposed Poplar South Distribution Center Project (proposed Project). This EIR has been prepared in conformance with State and City of Fontana environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA).

The EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR will be available for public review at the City's website (<https://www.fontana.org/2137/Environmental-Documents>).

Written comments related to environmental issues in the Draft EIR should be addressed to:

Mr. Alejandro Rico, Associate Planner
City of Fontana, Community Development Department
8353 Sierra Avenue
Fontana, CA 92335
arico@fontana.org

A Notice of Availability of the Draft EIR was published concurrently with distribution of this document.

1.1 PROJECT LOCATION

The proposed Project is located within the southern portion of the City of Fontana in the southwest portion of San Bernardino County. The Project site surrounds the existing Rose Avenue south of Santa Ana Avenue, west of Catawba Avenue, north of Jurupa Avenue, and east of Poplar Avenue. Regional access to the Project site is provided by Interstate 10 (I-10) off the Citrus Avenue exit. Local access is provided via Poplar Avenue and Catawba Avenue. Specifically, the Project site is located within Section 25, Township 1 South, Range 6 West, within the Fontana United States Geological Survey (USGS) 7.5-minute topographic quadrangle.

The Project site encompasses approximately 19.08 gross acres (18.82 net acres) and is comprised of 41 parcels identified as Assessor's Parcel Numbers (APNs) 0237-171-01 through -19, 0237-172-01 through -12, -19, -22, -23, -26, -27, -28, and -30 through -33. The Project site, and surrounding area, is shown in Figure 3-1, Regional Location, Figure 3-2, Local Vicinity and Figure 3-3, Aerial View.

1.2 PROJECT DESCRIPTION SUMMARY

The Project proposes demolition of the existing 40 residences, and associated structures, on the site and a Tentative Tract Map for the merger of the 41 existing parcels into one 19.08-acre parcel, as well as the construction of a 490,565-square foot (SF) warehouse building. The proposed Project would also include a General Plan Amendment (GPA) to change the land use designation from Residential Trucking (R-T) to General Industrial (I-G) and a Specific Plan Amendment (SPA) to change the Southwest Industrial Park Specific Plan (SWIP) designation from Residential Trucking District (RTD) to Slover East Industrial District (SED).

The Project would be constructed on a site that is currently zoned and developed with residential uses; therefore, the Project is required to comply with the Housing Accountability Act (Senate Bill [SB] 330) which addresses the displacement and replacement of housing. On October 11, 2022, the City of Fontana adopted

an ordinance referred to as the “No Net Loss Program” that establishes a program for residential replacement units in order to meet the requirements of SB 330. As it relates to the proposed Project, the applicant is utilizing this program to comply with the requirements of SB 330. The loss of 38 dwelling units would be added to the “No Net Loss Bank” to be used by subsequent residential developers to build their residential site at a higher density than what the zoning designation allows for.

Building and Architecture. The proposed building would consist of a new 51-foot-tall industrial building that would support warehouse and office uses. The proposed building area would be 490,565 SF, inclusive of 480,565 SF of warehouse space and 10,000 SF of mezzanine, which would be used for office space. The building would have a 480,565 SF footprint, resulting in a FAR of 0.6. Figure 3-8, Conceptual Site Plan, illustrates the proposed site plan. The building would include 42 dock doors along the southern side of the building.

Circulation and Street Improvements. Access would be provided via four proposed driveways: two from Poplar Avenue and two from Catawba Avenue. The northern driveway on Poplar Avenue would be 35-foot-wide and limited to passenger vehicles while the southern driveway would be 56-foot-wide and would provide truck access. The northern driveway on Catawba Avenue would be 35-foot-wide and limited to passenger vehicles while the southern driveway would be 56-foot-wide and would provide truck access. Trucks are expected to primarily utilize Santa Ana Avenue and Citrus Avenue, as well as Cherry Avenue and Jurupa Avenue, which are all designated truck routes within the city (See *Figure 3-10, Truck Routes*). Onsite circulation would be provided by internal drive aisles around the building. Sidewalks would be constructed along the Project frontages on Poplar Avenue and Catawba Avenue. Sidewalks would be six-foot wide. The sidewalk area would be dedicated to the City as part of the Project.

Parking. The Project would provide a total of 98 trailer parking spaces located along the southern side of the building and along the southern property line. Additionally, 210 passenger vehicle spaces, inclusive of electric vehicle (EV) and accessible (ADA) spaces, would be provided for employees and visitors in surface lots to the north of the warehouse and in the southeast portion of the site. The Project would also provide bike parking along the northeast side of the warehouse.

Landscaping. The Project would include approximately 62,000 SF of ornamental landscaping around the perimeter of the site and in-between parking areas. The proposed building would also include 8-foot-high gates and 14-foot-tall screenwalls at the southwest and southeast entrances of the truck yard to provide controlled access and screening.

Infrastructure. The existing 6-inch domestic water line within Rose Avenue is to be abandoned. The Project would install new 3-inch water lines that would connect to the existing 4-inch water line in Poplar Avenue, and new 8-inch sewer lines to connect to the existing 8-inch sewer lines in Poplar Avenue and Catawba Avenue. A sewer lift station is proposed in the northwest portion of the site. The Project would install new onsite storm drain lines throughout the site that would convey drainage flows to the proposed underground infiltration basin.

1.3 PROJECT OBJECTIVES

The following objectives have been identified in order to aid decision makers in their review of the proposed Project and its associated environmental impacts.

1. To make efficient use of property in the City of Fontana by adding to its potential for employment-generating uses.
2. To attract new business and employment to the City of Fontana and thereby promote economic growth.

3. To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
4. To increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.
5. To redesignate and develop a property surrounded by industrial uses with an industrial warehouse building near available infrastructure, including roads and utilities, to help meet demand for logistics business in the City and surrounding region.
6. To develop an industrial building in south Fontana that is similar to and compatible with other industrial buildings that were recently built or recently approved for construction in south Fontana.
7. Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

1.4 SUMMARY OF ALTERNATIVES

Section 8.0, *Alternatives*, of this EIR analyzes a range of reasonable alternatives to the proposed Project. The alternatives that are analyzed in detail in Section 8.0 are summarized below.

- **Alternative 1: No Project/No Build Alternative.** Under this alternative, the Project would not be developed, and no development would occur. The Project site would remain vacant and undeveloped. In accordance with the CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the *CEQA Guidelines* states that, “In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”

Accordingly, Alternative 1: No Project/No Build provides a comparison between the environmental impacts of the Project in contrast to the result from not approving, or denying, the Project. Thus, this alternative is intended to meet the requirements of *CEQA Guidelines* Section 15126.6(e) for evaluation of a no project alternative.

- **Alternative 2: Reduced Project Alternative.** Under this alternative, the building would be developed at a FAR of 0.44 which would result in a 367,924 SF warehouse building. Parking area for vehicles and trucks, as well as landscaping, would occur in the Reduced Project Alternative. This alternative assumes that access to the site would be similar to the Project with access from two driveways on Poplar Avenue and two driveways on Catawba Avenue.

1.5 SUMMARY OF IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this EIR. Section 7.0, *Effects Not Found Significant*, establishes that the proposed Project would not result in impacts related to certain thresholds from CEQA Appendix G including Agriculture and Forest Resources, Mineral Resources, Recreation, and Wildfire. Thus, no further assessment of those impacts was required in the Draft EIR. Therefore, the numbering of impacts shown in Table 1-1 reflects the omission of further evaluation for certain thresholds.

Relevant standard conditions of approval are identified, and mitigation measures are provided for all potentially significant impacts. The level of significance of impacts after the proposed mitigation measures are applied are identified as either significant and unavoidable, less than significant, or no impact.

This page intentionally left blank.

Table 1-1: Summary of Impacts, Mitigation Measures, and Level of Significance

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.1 Aesthetics				
Impact AE-1: Would the Project have a substantial adverse effect on a scenic vista?		Less than significant	None required	Less than significant
Impact AE-2: Would the Project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?		No impact	None required	No impact
Impact AE-3: Would the Project create a new source of substantial light or glare that would adversely affect day and nighttime views in the area?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.2 Air Quality				
Impact AQ-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?		Significant and unavoidable	None	Significant and unavoidable
Impact AQ-2: Would the Project result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	PPP AQ-1: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following: - All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.</p> <p>- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.</p> <p>PPP AQ-2: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.</p> <p>PPP AQ-4: Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines. The Project is required to obtain a permit from SCAQMD for the proposed diesel fire pump and would be required to comply with Rule 1470, regulating the use of diesel-fueled internal combustion engines.</p>			
<p>Impact AQ-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?</p>		<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact AQ-4: Would the Project result in other emissions adversely affecting a substantial number of people?</p>	<p>PPP AQ-3: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>
<p>Cumulative</p>	<p>PPP AQ-1: Rule 403, as listed above. PPP AQ-2: Rule 1113, as listed above. PPP AQ-3: Rule 402, as listed above. PPP AQ-4: Rule 1470, as listed above.</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>
<p>5.3 Biological Resources</p>				
<p>Impact BIO-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>		<p>No Impact</p>	<p>None required</p>	<p>No Impact</p>

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact BIO-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?</p>		No Impact	None required	No Impact
<p>Impact BIO-3: Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>		No Impact	None required	No Impact
<p>Impact BIO-4: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<p>PPP BIO-1: California Fish and Game Code, Sections 3503.5, 3511, 3515. Section 3503.5 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.</p>	Potentially significant	<p>Mitigation Measure BIO-1: Nesting Bird Survey. Vegetation removal should occur outside of the nesting bird season (generally between February 1 and August 31). If vegetation removal is required during the nesting bird season, the applicant must conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside of a 200-foot buffer around the active nests. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until</p>	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			the qualified biologist and San Bernardino County Environmental Planning & Maintenance Division verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.	
Impact BIO-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		No Impact	None required	No Impact
Impact BIO-6: Would the Project 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	None required.	No Impact
Cumulative	PPP BIO-1: California Fish and Game Code, Sections 3503.5, 3511, 3515, listed above.	Less than significant	Mitigation Measure BIO-1: Nesting Bird Survey, listed above.	Less than significant
5.4 Cultural Resources				
Impact CUL-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?		Less than significant	None required	Less than significant
Impact CUL-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		Potentially significant	Mitigation Measure CUL-1: Archaeological Monitoring. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City Planning Division, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A, stating that qualified archeologists have been retained and will be	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>present at pre-grade meetings and for all initial ground disturbing activities, up to five feet in depth. Additionally, tribal monitor(s) shall be required on-site during all ground-disturbing activities.</p> <p>Archaeological and Native American monitoring and excavation during construction shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken.</p> <p>Upon discovery of any tribal cultural or archaeological resources, construction activities shall be halted within 60 feet of the find until the find can be assessed. All cultural, tribal and archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor. If the resources are Native American in origin, interested Tribes (as a result of correspondence with area Tribes) shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation takes place. Preservation in place shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavation to remove the resource along the subsequent laboratory processing</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.	
<p>Impact CUL-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?</p>	<p>PPP CUL-1: Human Remains. If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the San Bernardino County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the “Most Likely Descendant”. The Most Likely Descendant shall then make recommendations and</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.			
Cumulative	PPP CUL-1: Human Remains , as listed above.	Potentially significant	Mitigation Measure CUL-1: Archaeological Monitoring , listed above.	Less than significant
5.5 Energy				
Impact E-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?		Less than significant	None required	Less than significant
Impact E-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	PPP E-1: CalGreen Compliance: The Project is required to comply with the CalGreen Building Code to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval	Less than significant	None required	Less than significant
Cumulative	PPP E-1: CalGreen Compliance , as listed above.	Less than significant	None required	Less than significant
5.6 Geology and Soils				
Impact GEO-1 i: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?		No Impact	None required	No Impact
Impact GEO-1 ii: Would the Project directly or indirectly cause potential substantial adverse effects, including	PPP GEO-1: CBC Compliance. The project is required to comply with the California Building Standards	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
the risk of loss, injury, or death involving strong seismic ground shaking?	Code as included in Chapter 5, Article III, Section 6-51 of the Fontana Municipal Code to preclude significant adverse effects associated with seismic and soils hazards. CBC related and geologist and/or civil engineer specifications for the proposed Project are required to be incorporated into grading plans and building specifications as a condition of construction permit approval.			
Impact GEO-1 iii: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	PPP GEO-1: CBC Compliance , as listed above.	Potentially significant	[MM-GEO-1]	Less than significant
Impact GEO-1 iv: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?		No Impact	None required	No Impact
Impact GEO-2: Would the Project result in substantial soil erosion or the loss of topsoil?		Less than significant	None required	Less than significant
Impact GEO-3: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	PPP GEO-1: CBC Compliance , as listed above.	Potentially significant	[MM-GEO-1]	Less than significant
Impact GEO-4: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		No Impact	None required	No Impact
Impact GEO-5: Would the Project have soils incapable of adequately		No Impact	None required	No Impact

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				
<p>Impact GEO-6: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>		Potentially significant	<p>MM PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Project Applicant/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to conduct monitoring during mass grading and excavation activities in undisturbed Pleistocene alluvial fan sediment, starting at a depth of five feet.</p> <p>If a fossil(s) is found at shallower depths, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the approved Project paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, full-time monitoring should be initiated at the Project. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.</p> <p>Collected samples of sediments shall be washed to recover small invertebrate and</p>	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the San Bernardino County Museum) with permanent curation and retrievable storage. Prior to curation, the City of Fontana shall be consulted on the repository/museum to receive the fossil material.</p> <p>A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Fontana Planning Department, will signify completion of the program to mitigate impacts to paleontological resources.</p>	
Cumulative	PPP GEO-1: CBC Compliance , as listed above.	Less than significant	MM PAL-1: Paleontological Monitoring , as listed above.	Less than significant
5.7 Greenhouse Gas Emissions				
Impact GHG-1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	PPP GHG-1: City of Fontana’s Industrial Commerce Centers Sustainability Standards. Prior to issuance of a business license, the City of Fontana Planning Director shall ensure that the proposed Project implements the requirements set forth in the City of Fontana’s Industrial Commerce Centers Sustainability Standards that are applicable to the Project.	Less than significant	None required	Less than significant
Impact GHG-2: Would the Project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	PPP E-1: CALGreen Compliance , listed above.	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Cumulative	<p>PPP GHG-1: City of Fontana's Industrial Commerce Centers Sustainability Standards, listed above.</p> <p>PPP E-1: CALGreen Compliance, listed above.</p>	Less than significant	None required	Less than significant
5.8 Hazards and Hazardous Materials				
<p>Impact HAZ-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<p>PPP HAZ-1: SCAQMD Rule 1403. Prior to issuance of a Demolition Permit, the Project Applicant/Developer shall submit verification to the County Building Division that an asbestos survey has been conducted at all existing buildings located on the Project site. If asbestos is found, the Project Applicant/Developer shall follow all procedural requirements and regulations of SCAQMD 1403. Rule 1403 regulations require the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.</p> <p>PPP HAZ-2: Transportation of Hazardous Waste. Hazardous materials and hazardous wastes will be transported to and/or from the project developed as required by the County of San Bernardino's Hazardous Materials Division in compliance with any applicable</p>	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (CFR) (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.</p> <p>PPP HAZ-3: Resource Conservation and Recovery Act. Hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The San Bernardino County Fire Department serves as the designated Certified Unified Program Agency (CUPA) which implements state and federal regulations for the following programs: (1) Hazardous Materials Release Response Plans and Inventory Program, (2) California Accidental Release Prevention (CalARP) Program, (3) Aboveground Petroleum Storage Act Program, and (4) UST Program (5) Hazardous Waste Generator</p>			

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>and Onsite Hazardous Waste Treatment Programs (6) Hazardous Materials Management Plan and Hazardous Material Inventory Statement Program.</p> <p>PPP HYD-1: Comply with NPDES. Since this Project is one acre or more, the permit holder shall comply with all of the applicable requirements of the National Pollutant Discharge Elimination System (NPDES) and shall conform to NPDES Best Management Practices for Stormwater Pollution Prevention Plans during the life of this permit.</p>			
<p>Impact HAZ-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>	<p>PPP HAZ-2: Transportation of Hazardous Materials, as listed above.</p> <p>PPP HAZ-3: Resource Conservation and Recovery Act, as listed above.</p> <p>PPP HYD-2: NPDES/SWPPP. Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of submitting a Notice of Intent (NOI), develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>PPP HYD-3: WQMP. Pursuant to City Municipal Code Section 30-526, Infrastructure, the Project Applicant shall prepare a Water Quality Management Plan (WQMP) that is consistent with the San Bernardino County Flood Control District Standards and follows the WQMP guidance.</p>			
<p>Impact HAZ-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>		Less than significant	None required	Less than significant
<p>Impact HAZ-4: Would the Project 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, create a significant hazard to the public or the environment?</p>		Less than significant	None required	Less than significant
<p>Impact HAZ-5: Would the Project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?</p>		No impact	None required	No impact
<p>Impact HAZ-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>		Less than significant	Non required	Less than significant
<p>Impact HAZ-7: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving</p>		Less than significant	Non required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				
Cumulative	<p>PPP HAZ-1: SCAQMD Rule 1403, as listed above.</p> <p>PPP HAZ-2: Transportation of Hazardous Materials, as listed above.</p> <p>PPP HAZ-3: Resource Conservation and Recovery Act, as listed above.</p> <p>PPP HYD-1: Comply with NPDES, as listed above.</p> <p>PPP HYD-2: NPDES/SWPPP, as listed above.</p> <p>PPP HYD-3: WQMP, as listed above.</p>	Less than significant	None required	Less than significant
5.9 Hydrology and Water Quality				
Impact HYD-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<p>PPP HYD-1: Comply with NPDES, as listed above.</p> <p>PPP HYD-2: NPDES/SWPPP, as listed above.</p> <p>PPP HYD-3: WQMP, as listed above.</p>	Less than significant	None required	Less than significant
Impact HYD-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<p>PPP HYD-1: Comply with NPDES, listed above.</p> <p>PPP HYD-3: WQMP, as listed above.</p>	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact HYD-3i: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?</p>	<p>PPP HYD-1: Comply with NPDES, as listed above.</p> <p>PPP HYD-2: NPDES/SWPPP, as listed above.</p> <p>PPP HYD-3: WQMP, as listed above.</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact HYD-3ii: Would the Project substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?</p>	<p>PPP HYD-1: Comply with NPDES, as listed above.</p> <p>PPP HYD-2: NPDES/SWPPP, as listed above.</p> <p>PPP HYD-3: WQMP, as listed above.</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact HYD-3iii: Would the Project substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</p>	<p>PPP HYD-1: Comply with NPDES, as listed above.</p> <p>PPP HYD-3: WQMP, as listed above.</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact HYD-3iv: Would the Project substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?</p>	<p>PPP HYD-1: Comply with NPDES, as listed above.</p> <p>PPP HYD-3: WQMP, as listed above.</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact HYD-4: Would the Project substantially alter the existing</p>	<p>PPP HYD-1: Comply with NPDES, listed above.</p>	<p>Less than significant</p>	<p>None required</p>	<p>Less than significant</p>

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<p>PPP HYD-2: NPDES/SWPPP, as listed above.</p> <p>PPP HYD-3: WQMP, as listed above.</p>			
Impact HYD-5: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would 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?	<p>PPP HYD-1: Comply with NPDES, as listed above.</p> <p>PPP HYD-2: NPDES/SWPPP, as listed above.</p> <p>PPP HYD-3: WQMP, as listed above.</p>	Less than significant	None required	Less than significant
Impact HYD-6: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?	<p>PPP HYD-1: Comply with NPDES, as listed above.</p> <p>PPP HYD-3: WQMP, as listed above.</p>	Less than significant	None required	Less than significant
Impact HYD-7: Would the Project be located in flood hazard, tsunami, or seiche zones, and risk release of pollutants due to Project inundation?		Less than significant	None required	Less than significant
Impact HYD-8: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<p>PPP HYD-1: Comply with NPDES, as listed above.</p> <p>PPP HYD-2: NPDES/SWPPP, as listed above.</p> <p>PPP HYD-3: WQMP, listed above.</p>	Less than significant	None required	Less than significant
Cumulative	PPP HYD-1: Comply with NPDES , as listed above.	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>PPP HYD-2: NPDES/SWPPP, as listed above.</p> <p>PPP HYD-3: WQMP, as listed above.</p>			
5.10 Land Use and Planning				
Impact LU-1: Would the Project physically divide an established community?		No impact	None required	No Impact
Impact LU-2: Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		Less than significant	Refer to all mitigation measures presented in this Admin Draft EIR.	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.11 Noise				
Impact NOI-1: Would the Project result in 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?	PPP NOI-1: Construction Noise. As required by Fontana Municipal Code Section 18-63(b)(7), construction activities shall only take place between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. Construction activities conducted outside of these hours would require previous approval from the City of Fontana.	Less than significant	None required	Less than significant
Impact NOI-2: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?		Less than significant	None required	Less than significant
Impact NOI-3: Would the Project 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		Less than significant	None Required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
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?				
Cumulative	PPP NOI-1: Construction Noise, as listed above.	Less than significant	None required	Less than significant
5.12 Population and Housing				
Impact POP-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?		Less than significant	None required	Less than significant
Impact POP-2: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.13 Public Services				
Impact PS-1: Would the Project result in substantial adverse physical impacts associated with fire protection services or the provision of new or altered fire station facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?		Less than significant	None required	Less than significant
Impact PS-2: Would the Project result in substantial adverse physical impacts associated with police services or the provision of new or altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
acceptable service ratios, response times or other performance objectives?				
Impact PS-3: Would the Project result in substantial adverse physical impacts associated with school services or the provision of new or physically altered school facilities?	PPP PS-1: School Impact Fees. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the Fontana Unified School District related to the funding of school facilities pursuant to Government Code Section 65995 et seq.	Less than significant	None required	Less than significant
Impact PS-4: Would the Project result in substantial adverse physical impacts associated with park and recreational facilities or the provision of new or physically altered park facilities?		Less than significant	None required	Less than significant
Impact PS-5: Would the Project result in substantial adverse physical impacts associated with other government services or the provision of new or physically altered public facilities?		Less than significant	None required	Less than significant
Cumulative	PPP PS-1: School Impact Fees, as listed above	Less than significant	None required	Less than significant
5.14 Transportation				
Impact TR-1: Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?		Less than significant	None required	Less than significant
Impact TR-2: Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?		Less than significant	None required	Less than significant
Impact TR-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or		Less than significant	None required	Less than significant
Impact TR-4: Would the Project result in inadequate emergency access?		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Cumulative		Less than significant	None required	Less than significant
5.15 Tribal Cultural Resources				
<p>Impact TCR-1: 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 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)?</p>		Potentially Significant	<p>Mitigation Measure CUL-1: Archaeological Monitoring, listed above.</p>	Less than significant
<p>Impact TCR-2: 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 resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</p>	<p>PPP CUL-1: Human Remains, listed above.</p>	Potentially significant	<p>Mitigation Measure CUL-1: Archaeological Monitoring, listed above.</p>	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Cumulative	PPP CUL-1, listed above.	Potentially significant	Mitigation Measure CUL-1: Archaeological Monitoring , listed above.	Less than significant
5.16 Utilities and Service Systems				
Impact UT-1: Would the Project require or result in the relocation or construction of new water facilities, the construction or relocation of which could cause significant environmental effects?		Less than significant	None required	Less than significant
Impact UT-2: Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years?		Less than significant	None required	Less than significant
Impact UT-3: Would the Project require or result in the construction of new or expanded wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?		Less than significant	None required	Less than significant
Impact UT-4: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?		Less than significant	None required	Less than significant
Impact UT-5: Would the Project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		Less than significant	None required	Less than significant
Impact UT-6: Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?		Less than significant	None required	Less than significant
Impact UT-7: Would the Project comply with federal, state, and local		No impact	None required	No impact

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
statutes and regulations related to solid waste?				
Impact UT-8: Would the Project require or result in the relocation or construction of a new or expanded electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant

2.0 Introduction

This Draft Environmental Impact Report (Draft EIR) is an informational document that evaluates the environmental effects that may result from the planning, construction, and operation of the proposed Poplar South Distribution Center Project (Project), which requires approval of the Development Plan Review, Tentative Parcel Map, General Plan Amendment, and Specific Plan Amendment. The term Project includes all discretionary and administrative approvals and permits required for its implementation.

2.1 PURPOSE OF CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. The CEQA Guidelines provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (State CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (State CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

2.2 LEGAL AUTHORITY

This Draft EIR has been prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

Pursuant to CEQA Section 21067 and State CEQA Guidelines Article 4 and Section 15367, the City of Fontana (City) is the Lead Agency under whose authority this Draft EIR has been prepared. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action on any approvals for the Project, the City has the obligation to: (1) ensure that this Draft EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this Draft EIR as part of its decision making process; (3) make a statement that this Draft EIR reflects the City's independent judgment; (4) ensure that all significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary, (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this Draft EIR are infeasible and citing the specific benefits of

the proposed project that outweigh its unavoidable adverse effects (State CEQA Guidelines Sections 15090 through 15093).

Pursuant to State CEQA Guidelines Sections 15040 through 15043, and upon completion of the CEQA review process, the City will have the legal authority to do any of the following:

- Approve the Project; or
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment; or
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed; or
- Approve the Project even though the Project would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) expected benefits from the Project will outweigh significant environmental impacts of the Project.

2.3 ENVIRONMENTAL IMPACT REPORT PROCESS

A project-level analysis has been provided pursuant to State CEQA Guidelines Section 15161. This Draft EIR meets the content requirements discussed in State CEQA Guidelines Article 9, beginning with State CEQA Guidelines Section 15120.

Notice of Preparation

Pursuant to the requirements of CEQA, the City issued a Notice of Preparation (NOP) for the Project, which was distributed on September 30, 2022, for a public review period of 30 days through October 31, 2022. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that are discussed in this Draft EIR and to solicit comments from the public regarding potential Project environmental impacts. As provided in the NOP, the City determined through the initial review process that impacts related to the following topics shown on Table 2-1 are potentially significant and required a detailed level of analysis in this Draft EIR:

Table 2-1: Environmental Topics Identified in the NOP for Further Evaluation

<ul style="list-style-type: none"> • Aesthetics • Agriculture & Forestry Resources • Air Quality • Biological Resources • Cultural Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Hazards & Hazardous Materials • Hydrology and Water Quality 	<ul style="list-style-type: none"> • Land Use and Planning • Mineral Resources • Noise • Population and Housing • Public Services • Recreation • Transportation • Tribal Cultural Resources • Utilities and Service Systems • Wildfire
--	--

The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the EIR being prepared. Comments received on the NOP are included in Appendix A and summarized in Table 2-2, which also includes a reference to the Draft EIR section(s) in which issues raised in the comment letters are addressed.

Table 2-2: Summary of NOP Comment Letters

Comment Letter and Comment	Relevant Draft EIR Section
State Agencies	
Native American Heritage Commission, September 30, 2022	
This letter provides details regarding the mission of the Native American Heritage Commission, a background of AB 52 and SB 18, and the Native American Heritage Commission’s interest in the Project’s cultural and historical impacts. The letter also details the requirements for CEQA compliance with AB 52 and SB 18, as well as the NAHC Recommendations for Cultural Resources Assessments.	Cultural Resources & Tribal Cultural Resources
Organization Comments	
CARE CA, October 11, 2022	
This comment requests the City send a copy of all records related to the Project, including notices of any and all actions or hearings related to the Project.	Not Applicable
Center for Biological Diversity, October 31, 2022	
This letter requests a complete analysis of potential impacts and imposition of all feasible mitigation measures. The letter also requests that the EIR fully analyze cumulative impacts. The letter states that the EIR should discuss a plan for replacement housing for the 38 dwelling units that would be displaced. The letter also requests that the EIR disclose and analyze the Project’s potential impacts to air quality and greenhouse gas emissions and adopt best practice measures to mitigate them. The comment requests that the Project show adequate compliance with Fontana General Plan mitigation measures and the Municipal Code, including Ordinance No. 1891.	Project Description, Air Quality, Greenhouse Gas Emissions, Population and Housing

Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the City hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft EIR for the Project. A virtual scoping meeting was held on October 12, 2022, at 5:00 p.m. via Zoom. No comments were received on the Project during the public scoping meeting.

Draft EIR

Topics requiring a detailed level of analysis that are evaluated in this Draft EIR have been identified based upon the responses to both the NOP and a review of the Project by the City. Pursuant to State CEQA Guidelines Section 15125.2(a) which states, “[a]n EIR shall identify and focus on the significant effects on the environment,” the City determined that Project impacts on the below topics would not be significant. Consequently, these topics are not analyzed in this Draft EIR, but are further discussed in Section 7.0, *Effects Found Not to Be Significant*. The Draft EIR analyzes the remaining topics listed in Table 2-1, above.

- Agriculture and Forestry Resources
- Mineral Resources
- Recreation
- Wildfire

The City has filed a Notice of Completion with the Governor’s Office of Planning and Research, State Clearinghouse, indicating that this Draft EIR has been completed and is available for review and comment. The Project requires a General Plan Amendment; thus, the Project meets the definition of a project of

statewide, regional, or areawide significance pursuant to Section 15206 of the State CEQA Guidelines and is subject to noticing requirements accordingly. A Notice of Availability of the Draft EIR was published concurrently with distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with State CEQA Guidelines Sections 15087 and 15105. During the 45-day review period, the Draft EIR is available for public review digitally on the City's Planning Department website (<https://www.fontana.org/2137/Environmental-Documents>) or physically at the following location:

City of Fontana
Planning Department
8353 Sierra Avenue
Fontana, CA 92335

Written comments related to environmental issues in the Draft EIR should be addressed to:

Alejandro Rico, Associate Planner
City of Fontana
8353 Sierra Avenue
Fontana, CA 92335
Phone: (909) 350-6558
Email: arico@fontana.org

Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered by the Planning Commission. These comments, and their responses, will be included in the Final EIR for consideration by the City, as well as other responsible and trustee agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR, and other information relevant to the environmental issues associated with the Project. The Final EIR will be available for public review prior to its certification by the City. Notice of the availability of the Final EIR will be sent to all who comment on the Draft EIR.

2.4 ORGANIZATION OF THIS DRAFT EIR

The Draft EIR is organized into the following Sections. To help the reader locate information of interest, a brief summary of the contents of each chapter of this Draft EIR is provided.

- **Section 1 Executive Summary:** This section provides a brief summary of the Project area, the Project, and alternatives. The section also provides a summary of environmental impacts and mitigation measures, applicable Project design features, applicable regulations and regulatory requirements, and the level of significance after implementation of the mitigation measure(s). The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either less than significant or significant and unavoidable.
- **Section 2 Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this Draft EIR, a summary of the legal authority for the Draft EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3 Project Description:** This section provides a detailed description of the Project, its objectives, and a list of Project-related discretionary actions.

- **Section 4 Environmental Setting:** This section provides a discussion of the existing conditions within the Project area.
- **Section 5 Environmental Impact Analysis:** This section includes a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the Project; any applicable Project design features; standard conditions and plans, policies, and programs that could reduce potential impacts; and the feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.
- **Section 6 Other CEQA Considerations:** This section summarizes the significant and unavoidable impacts that would occur from implementation of the Project and provides a summary of the environmental effects of the implementation of the Project that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the Project. In addition, this section provides a discussion of impacts found not to be significant.
- **Section 7 Effects Found Not to be Significant:** This section summarizes the potential environmental effects related to the Project that were determined not to be significant during preparation of this EIR.
- **Section 8 Alternatives:** This section describes and analyzes a reasonable range of alternatives to the Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 9 Report Preparation and Persons Contacted:** This section lists authors of the Draft EIR and City staff that assisted with the preparation and review of this document. This section also lists other individuals and/or organizations that were contacted for information that is included in this Draft EIR document.

2.5 INCORPORATION BY REFERENCE

State CEQA Guidelines Section 15150 allows for the incorporation "by reference all or portions of another document...[and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand." The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of this Draft EIR. Where this Draft EIR incorporates a document by reference, the document is identified in the body of the Draft EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this Draft EIR.

The Project is within the geographical limits of the City of Fontana and is covered by its General Plan. The General Plan was approved by the City on November 13, 2018, and provides the fundamental basis for the City's land use and development policies. The General Plan was the subject of an environmental review under CEQA; and a Draft EIR for the General Plan was certified by the City in 2018 (State Clearinghouse Number (SCH) 2016021099). The Draft EIR contains information relevant to the Project. Accordingly, the Draft EIR for the General Plan is herein incorporated by reference in accordance with State CEQA Guidelines Section 15150. The documents are available at <https://www.fontana.org/2632/General-Plan-Update-2015---2035> and the City of Fontana Planning Department, 8353 Sierra Avenue, Fontana, CA 92335.

Additionally, the Project is covered by the Southwest Industrial Park Specific Plan (SWIP SP). The SWIP SP was originally created by the City on December 6, 1983, and was intended to develop the City's industrial uses south of Interstate 10 (I-10). The SWIP SP originally encompassed approximately 1,800 acres. Since its adoption, the SWIP SP has been amended 14 times, with the most recent amendment occurring in early 2008. These amendments have accommodated past annexations into the Specific Plan area, changes in land use designations, and modifications to design and land use regulations. On May 8, 2012, the City adopted Resolution No. 2012-035, certifying the Final Program Environmental Impact Report (FEIR) for the SWIP Specific Plan Update and Annexation, SCH No. 2009091089, in compliance with CEQA and the CEQA Guidelines. Accordingly, the Draft EIR for the SWIP is herein incorporated by reference with State CEQA Guidelines Section 15150. The documents are available at <https://www.fontana.org/1297/Southwest-Industrial-Park-Specific-Plan> and the City of Fontana Planning Department, 8353 Sierra Avenue, Fontana, CA 92335.

3.0 Project Description

3.1 PROJECT LOCATION

The proposed Project is located within the southern portion of the City of Fontana in the southwest portion of San Bernardino County. The Project site surrounds the existing Rose Avenue south of Santa Ana Avenue, west of Catawba Avenue, north of Jurupa Avenue, and east of Poplar Avenue. Regional access to the Project site is provided by Interstate 10 (I-10) off the Citrus Avenue exit. Local access is provided via Poplar Avenue and Catawba Avenue. Specifically, the Project site is located within Section 25, Township 1 South, Range 6 West, within the Fontana United States Geological Survey (USGS) 7.5-minute topographic quadrangle.

The Project site encompasses approximately 19.08 gross acres (18.82 net acres) and is comprised of 41 parcels identified as Assessor's Parcel Numbers (APNs) 0237-171-01 through -19, 0237-172-01 through -12, -19, -22, -23, -26, -27, -28, and -30 through -33. The Project site, and surrounding area, is shown in Figure 3-1, *Regional Location*, Figure 3-2, *Local Vicinity* and Figure 3-3, *Aerial View*.

3.2 PROJECT BACKGROUND

The Project site is currently developed with 40 existing vacant and uninhabited single-family residential units and accessory structures. Existing residential units are located on the north and south side of Rose Avenue, which is a local roadway that runs east-west through the center of the site. There is an existing concrete masonry unit (CMU) block wall along the north property line and metal fencing along the southern property line. The site is currently accessible via Rose Avenue, with the western entrance on Poplar Avenue and the eastern entrance on Catawba Avenue. The existing land uses and conditions of the Project site are further described in Chapter 4, *Environmental Setting*.

This page intentionally left blank.

Regional Location



Poplar South Distribution Center
City of Fontana

Figure 3-1

This page intentionally left blank.

Local Vicinity



This page intentionally left blank.

Aerial View



 Project Site



This page intentionally left blank.

3.3 PROJECT OBJECTIVES

The Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Project, its associated environmental impacts, and the consideration of alternatives to the Project. The primary purpose and goal of the Project is to develop an underutilized property with a speculative industrial use, an employment-generating use, to help grow the economy in the City of Fontana. The Project would achieve this goal through the following objectives:

1. To make efficient use of property in the City of Fontana by adding to its potential for employment-generating uses.
2. To attract new business and employment to the City of Fontana and thereby promote economic growth.
3. To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
4. To increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.
5. To redesignate and develop a property surrounded by industrial uses with an industrial building near available infrastructure, including roads and utilities, to help meet demand for logistics business in the City and surrounding region.
6. To develop an industrial building in south Fontana that is similar to and compatible with other industrial buildings that were recently built or recently approved for construction in south Fontana.
7. Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

3.4 PROJECT CHARACTERISTICS

“Project,” as defined by the State CEQA Guidelines, means:

the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700.” (14 Cal. Code of Reg. § 15378(a).)

The Project analyzed in this Draft Environmental Impact Report (EIR) would be developed in one phase and constructed over approximately 10 months. The Draft EIR analyzes buildout at a Project level of detail, based upon entitlement applications being considered by the City of Fontana, compared to the existing conditions.

3.5 DESCRIPTION OF THE PROJECT

Project Overview

The Project applicant proposes demolition of the existing 40 residences, and associated structures, on the site, vacation of Rose Avenue, and a Tentative Tract Map for the merger of the 41 existing parcels into one 19.08-acre parcel, as well as the construction of an approximately 490,565 square foot (SF) building with approximately 480,565 SF of warehouse space and 10,000 SF of mezzanine, which would be used for office space. The proposed Project would also include a General Plan Amendment (GPA) to change the land use designation from Residential Trucking (R-T) to General Industrial (I-G) and a Specific Plan Amendment

(SPA) to change the Southwest Industrial Park Specific Plan (SWIP) designation from Residential Trucking District (RTD) to Slover East Industrial District (SED). Additionally, the Project would require a Development Plan Review and approval of proposed Tentative Parcel Map.

The proposed building would have a building footprint of 480,565 SF and a mezzanine of 10,000 SF. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and drive aisles.

Senate Bill 330

The Project would be constructed on a site that is currently zoned and developed with residential uses; therefore, the Project is required to comply with the Housing Accountability Act (Senate Bill [SB] 330) which addresses the displacement and replacement of housing. SB 330 requires in part that where a development project results in reducing the number of housing units allowed under existing city zoning, the city must identify a way in which an equivalent number of units could be accommodated in the city. The potential loss of residential units is determined by what is allowed on the project site by the current General Plan and zoning designations. Thus, while the Project site is developed with 40 existing residential units, the Project site's RTD designation allows for a maximum development density of 2.0 dwelling units per acre. The Project site is 19.08 acres, therefore, the proposed Project would result in the "loss" of the equivalent of 38 residential units that are allowed by the current General Plan and zoning designation development standards of the site. The Project site is not identified as a housing site within the City's certified 2021-2029 Housing Element.

On October 11, 2022, the City of Fontana adopted an ordinance referred to as the "No Net Loss Program" that establishes a program for residential replacement units in order to meet the requirements of SB 330. Rather than rezoning or upzoning an alternative site to ensure no net loss in residential capacity, the "No Net Loss Program" provides that concurrent with the approval of any change in zone from a residential use to a less intensive or non-residential use, replacement units in the form of a density bonus will become available to project applicants subsequently seeking to develop property for residential use within the City. As it relates to the proposed Project, the applicant is utilizing this program to comply with the requirements of SB 330. The loss of 38 dwelling units would be added to the "No Net Loss Bank" to be used by subsequent residential developers to build their residential site at a higher density than what the zoning designation allows for.

As described under Section 15378 of the State CEQA Guidelines, the project shall include "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment". The future withdrawal from the "No New Loss Bank" and future development of the 38 units is not directly addressed within this EIR since conditions such as location, density, surrounding conditions, are too speculative for reasonably foreseeable indirect physical changes in the environment to be analyzed at this time.

Tentative Parcel Map

The Project proposes the merging of 41 existing parcels identified as APNs 0237-171-01 through -19, 0237-172-01 through -12, -19, -22, -23, -26, -27, -28, -30 through -33. The resulting parcel would be 19.08-acres. Additionally, the Rose Avenue and roadway right-of-way (ROW) would be abandoned via the Parcel Map.

General Plan Amendment and Specific Plan Amendment

The Project would include a General Plan Amendment to change the existing land use designation from R-T to I-G (see Figure 3-4, *Existing General Plan Land Use*, and Figure 3-5, *Proposed General Plan Land Use*) and a Specific Plan Amendment to change the site's existing SWIP designation from RTD to SED (see Figure 3-6, *Existing SWIP Land Use*, and Figure 3-7, *Proposed SWIP Land Use*).

The I-G land use designation is intended to support uses such as manufacturing, warehousing, fabrication, assembly, processing, trucking, equipment, automobile and truck sales and services developed at a maximum floor area ratio (FAR) of 0.6. The SED SWIP designation is intended to provide opportunities for light and heavy manufacturing activities that are supported by trucking routes and the existing rail spur developed at a maximum FAR of 0.55. The SED allows projects seeking green building certification by a third-party entity, such as LEED, to be eligible for by-right development incentives, including a density bonus increase of 15 percent. The Applicant is committing to constructing the proposed building to LEED standards and therefore is eligible for the density bonus increase.

The Project would be subject to Development Plan Review by the City, in which the Project would be reviewed for consistency with the I-G land use and SED SWIP designations of the site, with application of density bonus provisions, prior to Project approval.

Building and Architecture

The proposed building would consist of a new industrial building that would support warehouse and office uses. The proposed building area would be 490,565 SF, inclusive of 480,565 SF of warehouse space and 10,000 SF of mezzanine, which would be used for office space. The building would have 480,565 SF footprint, resulting in a FAR of 0.6. Figure 3-8, *Conceptual Site Plan*, illustrates the proposed site plan.

As shown in Figure 3-9, *Elevations*, the proposed Project building would be single-story and approximately 51 feet tall. The building would establish an architectural presence through an emphasis on building finish materials and consistent material usage and color scheme. The building would be white and shades of grey with highlights of red. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along the Poplar Avenue and Catawba Avenue frontages.

The building would be oriented to the north, with frontages along Poplar Avenue to the west and Catawba Avenue to the east. The building would be set back 81.5 feet from the northern property line, a minimum of 20 feet from Catawba Avenue, a minimum of 185 feet from the southern property line, and a minimum of 20 feet from Poplar Avenue.

Access and Circulation

Access would be provided via four proposed driveways: two from Poplar Avenue and two from Catawba Avenue. The northern driveway on Poplar Avenue would be 35-foot-wide and limited to passenger vehicles while the southern driveway would be 56-foot-wide and would provide truck access. The northern driveway on Catawba Avenue would be 35-foot-wide and limited to passenger vehicles while the southern driveway would be 56-foot-wide and would provide truck access. Trucks are expected to primarily utilize Santa Ana Avenue and Citrus Avenue, as well as Cherry Avenue and Jurupa Avenue, which are all designated truck routes within the city (See Figure 3-10, *Truck Routes*). Onsite circulation would be provided by internal drive aisles around the building.

Sidewalks would be constructed along the Project frontages on Poplar Avenue and Catawba Avenue. Sidewalks would be six-feet wide. Sidewalk area would be dedicated to the City as part of the Project.

Parking

The warehouse would include 42 dock doors located along the southern side of the building and 98 trailer parking spaces located along the southern side of the building and along the southern property line. Additionally, 210 passenger vehicle spaces, inclusive of electric vehicle (EV) and accessible (ADA) spaces, would be provided for employees and visitors in surface lots to the north of the warehouse and in the southeast portion of the site. The Project would also provide bike parking along the northeast side of the warehouse. Table 3-1 describes the proposed Project's parking breakdown.

Table 3-1: Project Parking

Parking Type	Parking Required	Parking Provided
Standard Stalls	158	198
Accessible Stalls	-	8
Electric Vehicle/Clean Air Stalls	-	2
Accessible Electric Vehicle Stalls	-	2
Auto Parking Total	158	210
Trailer Parking Total	98	98

Landscaping and Walls

The Project would include approximately 62,000 SF of ornamental landscaping around the perimeter of the site and in-between parking areas. Landscaping would include 24-inch and 36-inch box trees, 5-gallon shrubs, accents, and groundcover to screen the proposed building, parking, and loading areas from off-site viewpoints as shown in Figure 3-11, *Conceptual Landscape Plan*.

The proposed building would also include 8-foot-high gates and 14-foot-tall screenwalls at the southwest and southeast entrances of the truck yard to provide controlled access and screening. Fire department approved Knox locks would be provided at all gates. A 6-foot-tall retaining wall would be provided along the northeast portion of the northern property line. A 6-foot-tall retaining wall with an 8-foot-tall screening wall is proposed along the southern property line. A 3-foot-tall retaining wall is proposed along the eastern side of the building.

Energy and Communications Utilities

Regulated electrical, gas, and communication utilities would be extended to the site from existing facilities along Poplar Avenue and Catawba Avenue.

Water

The existing 6-inch domestic water line within Rose Avenue is to be abandoned. The Project would install new 3-inch water lines that would connect to the existing 4-inch water line in Poplar Avenue (see Figure 3-12, *Utility Plan*).

Sewer

The Project applicant would also install new 8-inch sewer lines to connect to the existing 8-inch sewer lines in Poplar Avenue and Catawba Avenue. A sewer lift station is proposed in the northwest portion of the site (See Figure 3-12, *Utility Plan*).

Drainage

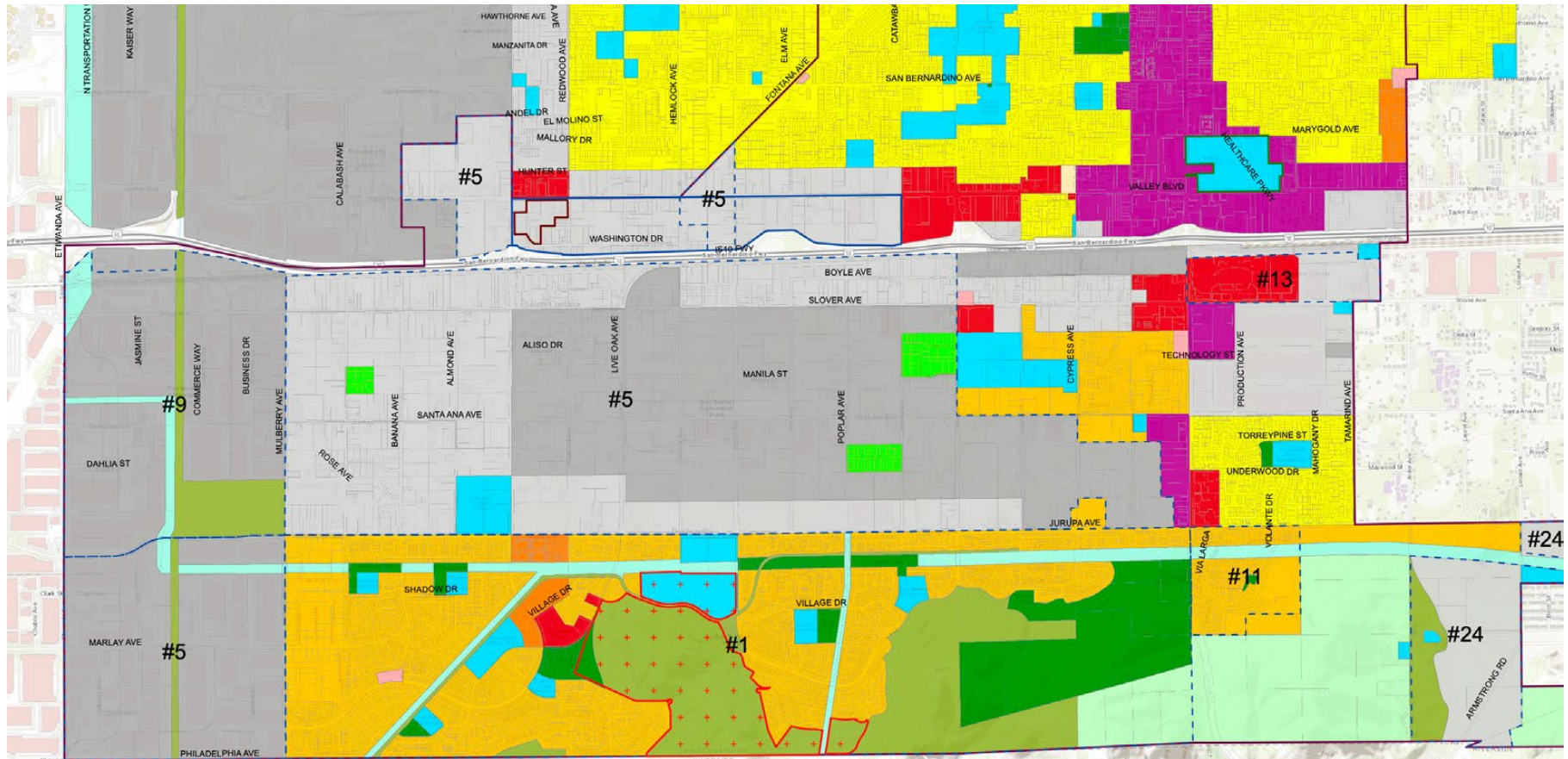
The proposed development would be consistent with the drainage pattern of the existing site. The proposed Project would collect drainage via grate inlets and catch basins, which would convey storm water through an onsite underground storm drain system located beneath the proposed truck trailer parking. The storm drain system would discharge to a proposed onsite underground infiltration basin designed to meet the regional LID structural treatment control best management practices (BMPs). Large storm events with water volume in excess of infiltration basin design capacity would outfall via a storm drain connection to the existing 72-inch storm drain line located on Poplar Avenue. The Project would also extend the existing 72-inch storm drain line in Poplar Avenue to the northerly property line (See Figure 3-12, *Utility Plan*).

Street Improvements

The Project includes a 14-foot ROW dedication along Poplar Avenue and a 4-foot ROW dedication along Catawba Avenue, including road improvements of streetlights, curb, gutter, sidewalk, and parkway landscape.

This page intentionally left blank.

Existing General Plan Land Use



GENERAL PLAN LAND USE LEGEND

RESIDENTIAL DESIGNATIONS

- R-E Residential Estates (2 du/ac)
- R-PC Residential Planned Community (3.0-6.4 du/ac)
- R-SF Single Family Residential (2.1-5 du/ac)
- R-M Medium Density Residential (5.1-12 du/ac)
- R-MF Multi Family Residential (12.1-24 du/ac)
- R-MFMH Multi Family Medium/High Residential (24.1-39 du/ac)
- R-MFH Multi Family High Residential (39.1-50 du/ac)
- R-T Residential Trucking (2 du/ac)

WALKABLE MIXED USE DESIGNATIONS

- WMXU-1 Walkable Mixed Use Corridor & Downtown (0.2-2 FAR, 3-39 du/ac)
 - WMXU-2 Walkable Mixed Use Urban Village (0.2-1 FAR, 2.1-24 du/ac)
- ### COMMERCIAL DESIGNATIONS
- C-C Community Commercial (0.1-1.0 FAR)
 - C-G General Commercial (0.1-1.0 FAR)
 - RMU Regional Mixed Use (0.1-1 FAR 12-24 du/ac)
- ### INDUSTRIAL DESIGNATIONS
- I-L Light Industrial (0.1-0.6 FAR)
 - I-G General Industrial (0.1-0.6 FAR)

PUBLIC DESIGNATIONS

- P-PF Public Facilities
- P-R Recreational Facilities
- P-UC Public Utility
- OS Open Space

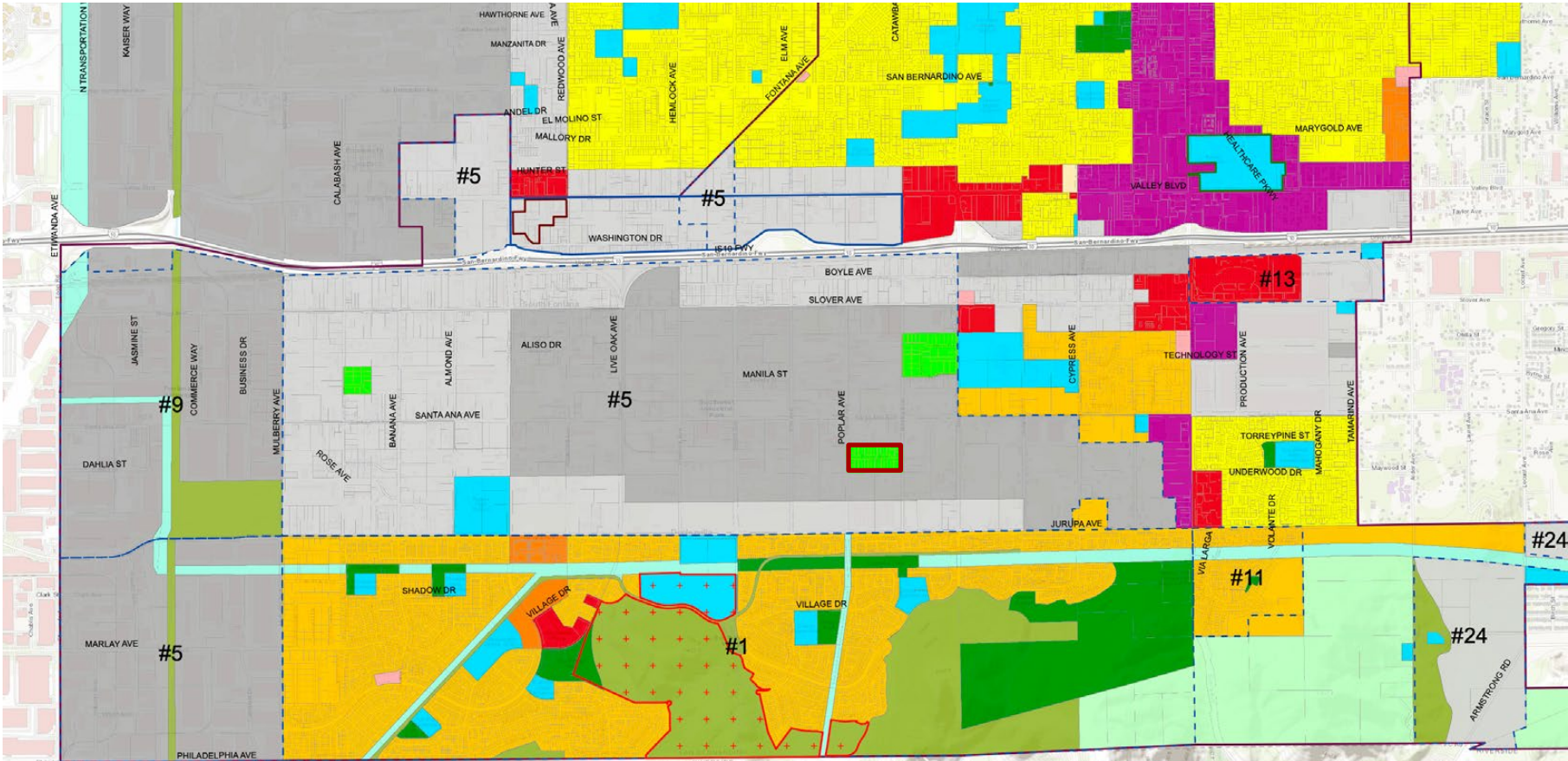
SPECIFIC PLAN LEGEND

- | | |
|------------------------------|---------------------------------|
| #1 Southridge Village | #16 Sierra Lakes |
| #2 Rancho Fontana | #17 Westgate |
| #3 Walnut Village | #18 Summit Heights |
| #4 Rescinded | #19 Coyote Canyon |
| #5 Southwest Industrial Park | #20 Citrus Heights North |
| #6 Northgate | #21 Citrus Heights South |
| #7 Rescinded | #22 Summit at Rosena |
| #8 West End | #23 Ventana at Duncan Canyon |
| #9 Fontana Gateway | #24 Valley Trails |
| #10 Rescinded | #25 Promenade |
| #11 South Park | #26 Providence Point |
| #12 Hunter's Ridge | #27 Arboretum |
| #13 Empire Center | #28 Fontana Star |
| #14 Rescinded | #29 Morningside |
| #15 California Landings | #30 Bellegrove II |
| | #31 Centerstone at the Landings |



This page intentionally left blank.

Proposed General Plan Land Use



GENERAL PLAN LAND USE LEGEND

RESIDENTIAL DESIGNATIONS	
	R-E Residential Estates (2 du/ac)
	R-PC Residential Planned Community (3.0-6.4 du/ac)
	R-SF Single Family Residential (2.1-5 du/ac)
	R-M Medium Density Residential (5.1-12 du/ac)
	R-MF Multi Family Residential (12.1-24 du/ac)
	R-MFMH Multi Family Medium/High Residential (24.1-39 du/ac)
	R-MFH Multi Family High Residential (39.1-50 du/ac)
	R-T Residential Trucking (2 du/ac)

WALKABLE MIXED USE DESIGNATIONS

	WMXU-1 Walkable Mixed Use Corridor & Downtown (0.2-2 FAR, 3-39 du/ac)
	WMXU-2 Walkable Mixed Use Urban Village (0.2-1 FAR, 2.1-24 du/ac)
COMMERCIAL DESIGNATIONS	
	C-C Community Commercial (0.1-1.0 FAR)
	C-G General Commercial (0.1-1.0 FAR)
	RMU Regional Mixed Use (0.1-1 FAR 12-24 du/ac)
INDUSTRIAL DESIGNATIONS	
	I-L Light Industrial (0.1-0.6 FAR)
	I-G General Industrial (0.1-0.6 FAR)

PUBLIC DESIGNATIONS

	P-PF Public Facilities
	P-R Recreational Facilities
	P-UC Public Utility
PUBLIC DESIGNATIONS	
	OS Open Space

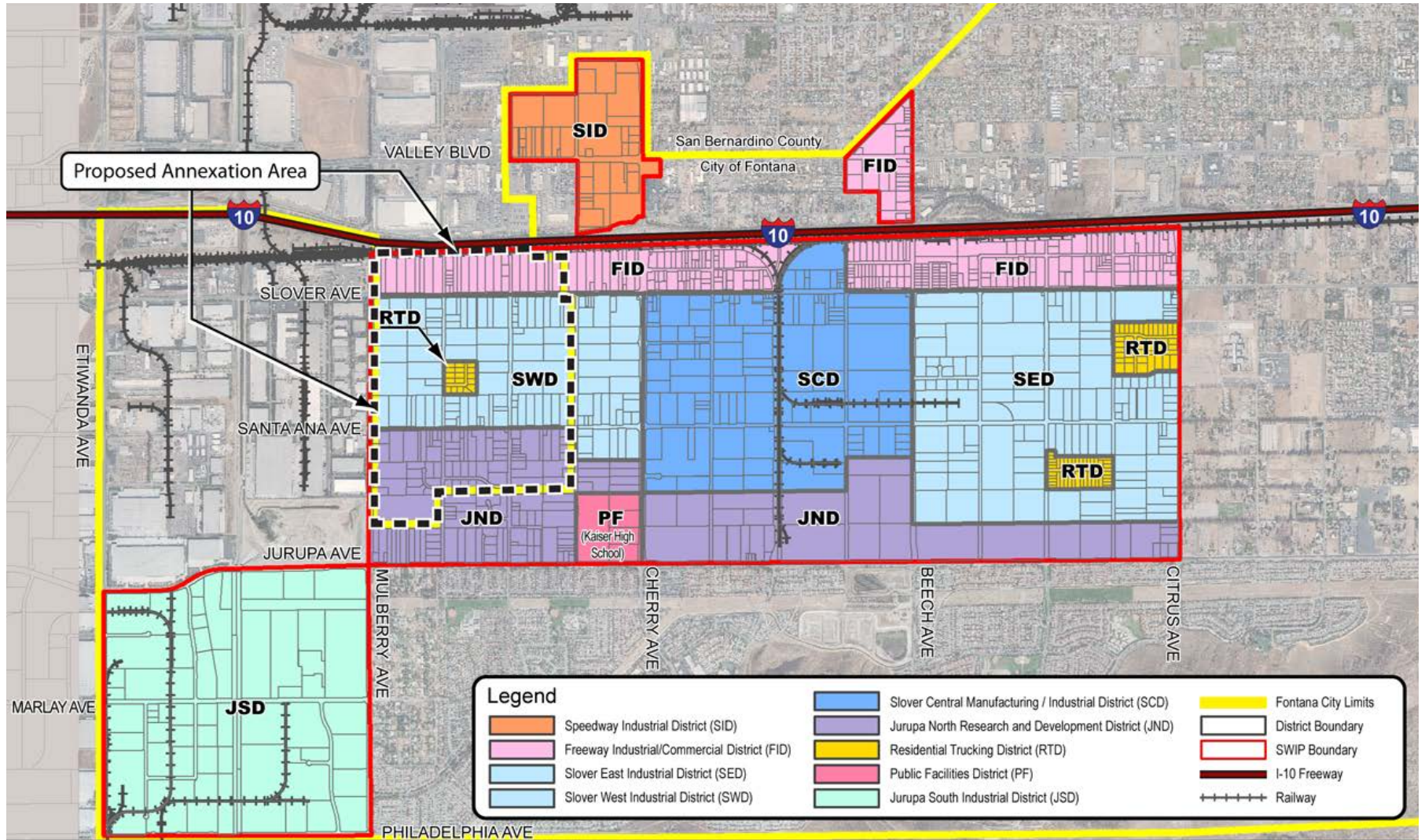
SPECIFIC PLAN LEGEND

#1 Southridge Village	#16 Sierra Lakes
#2 Rancho Fontana	#17 Westgate
#3 Walnut Village	#18 Summit Heights
#4 Rescinded	#19 Coyote Canyon
#5 Southwest Industrial Park	#20 Citrus Heights North
#6 Northgate	#21 Citrus Heights South
#7 Rescinded	#22 Summit at Rosena
#8 West End	#23 Ventana at Duncan Canyon
#9 Fontana Gateway	#24 Valley Trails
#10 Rescinded	#25 Promenade
#11 South Park	#26 Providence Point
#12 Hunter's Ridge	#27 Arboretum
#13 Empire Center	#28 Fontana Star
#14 Rescinded	#29 Morningside
#15 California Landings	#30 Bellegrove II
	#31 Centerstone at the Landings

Project Site

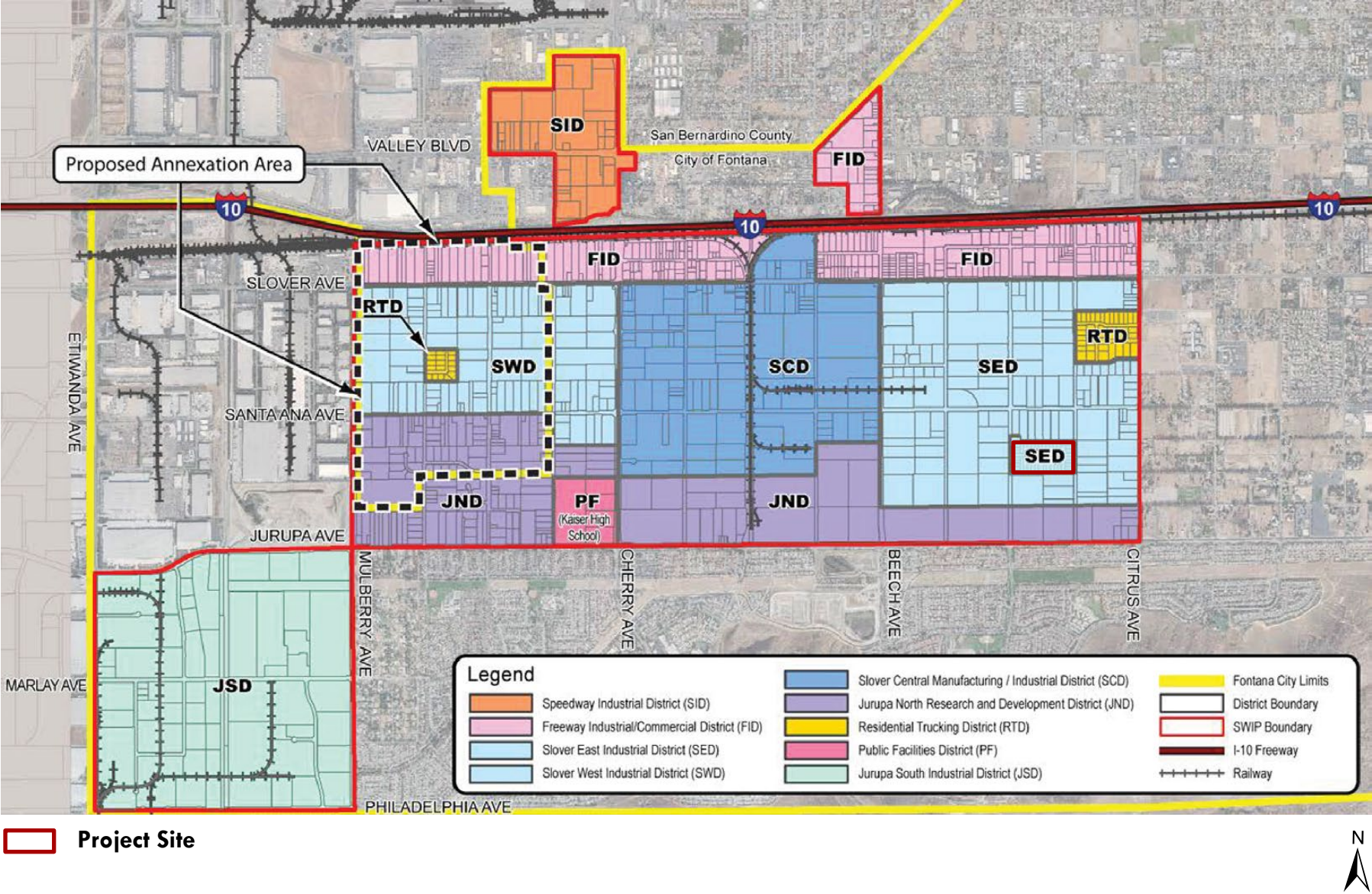
This page intentionally left blank.

Existing SWIP Land Use



This page intentionally left blank.

Proposed SWIP Land Use

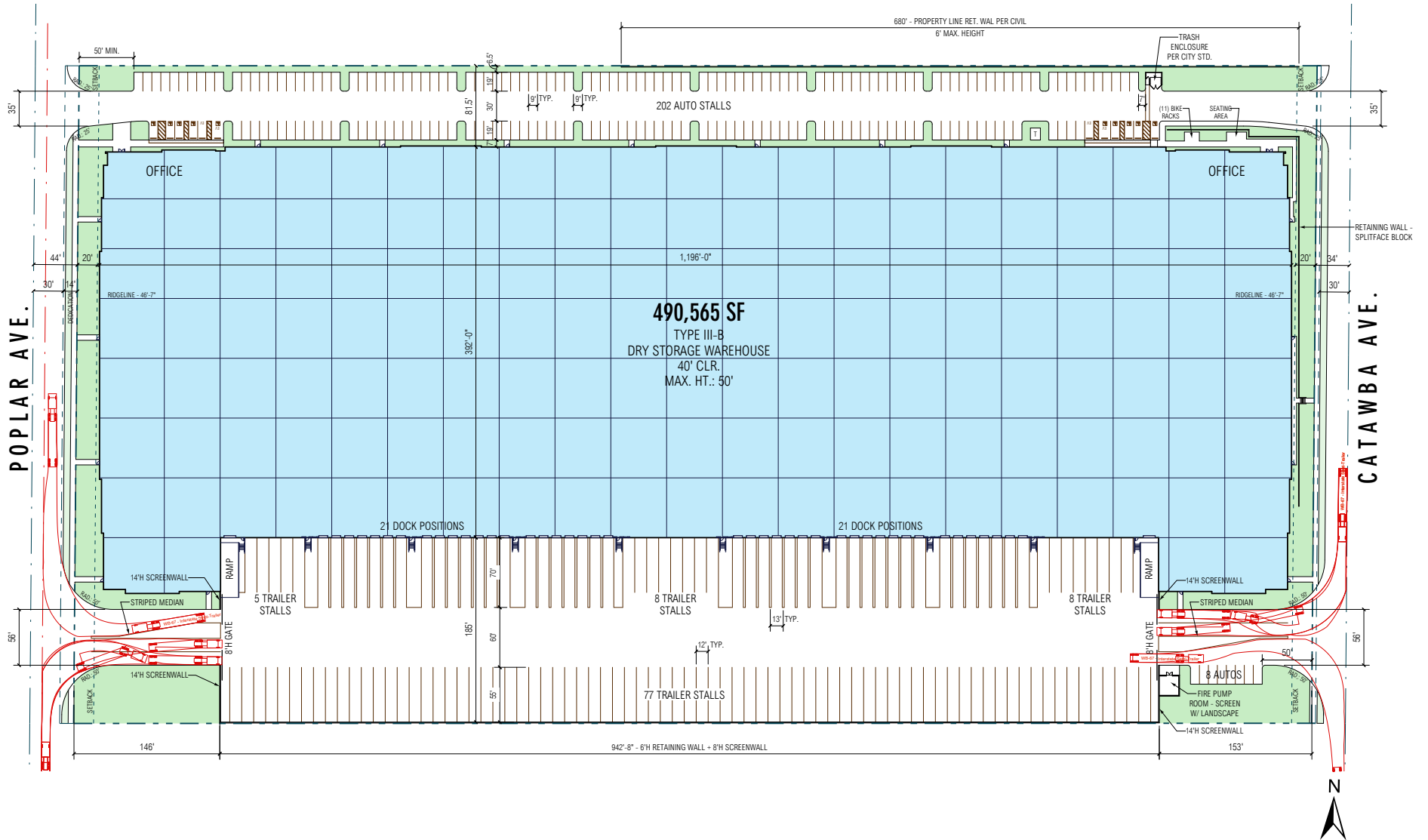


Poplar South Distribution Center
City of Fontana

Figure 3-7

This page intentionally left blank.

Conceptual Site Plan

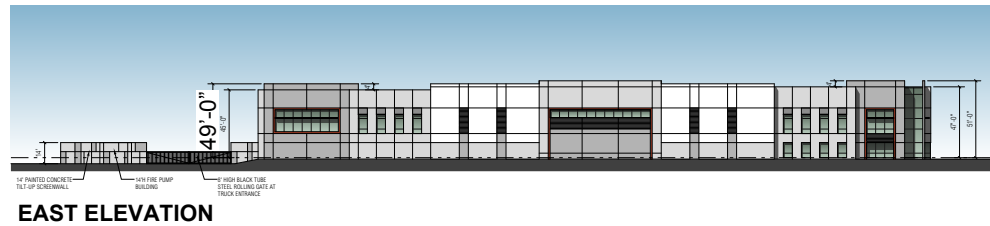
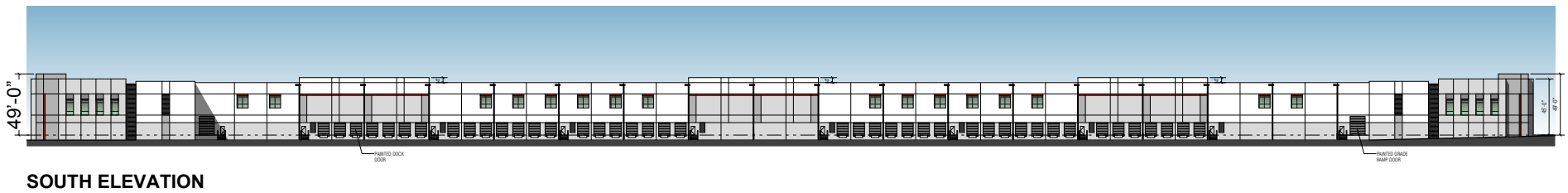
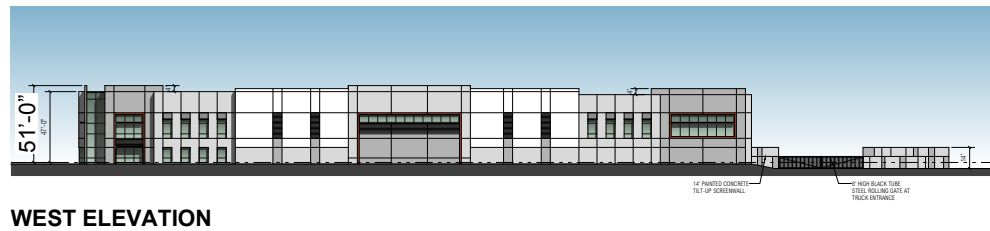
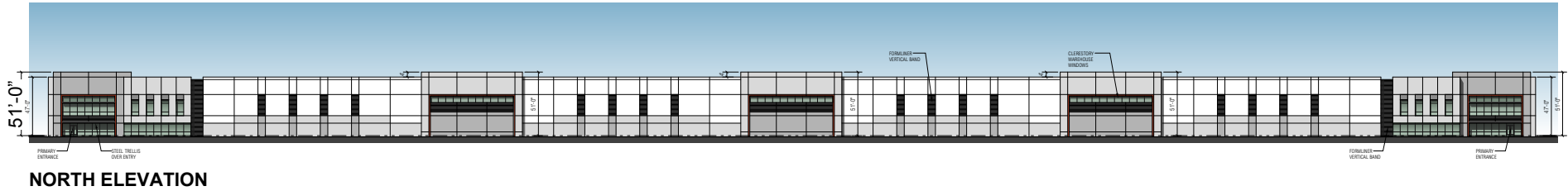


Poplar South Distribution Center
City of Fontana

Figure 3-8

This page intentionally left blank.

Elevations

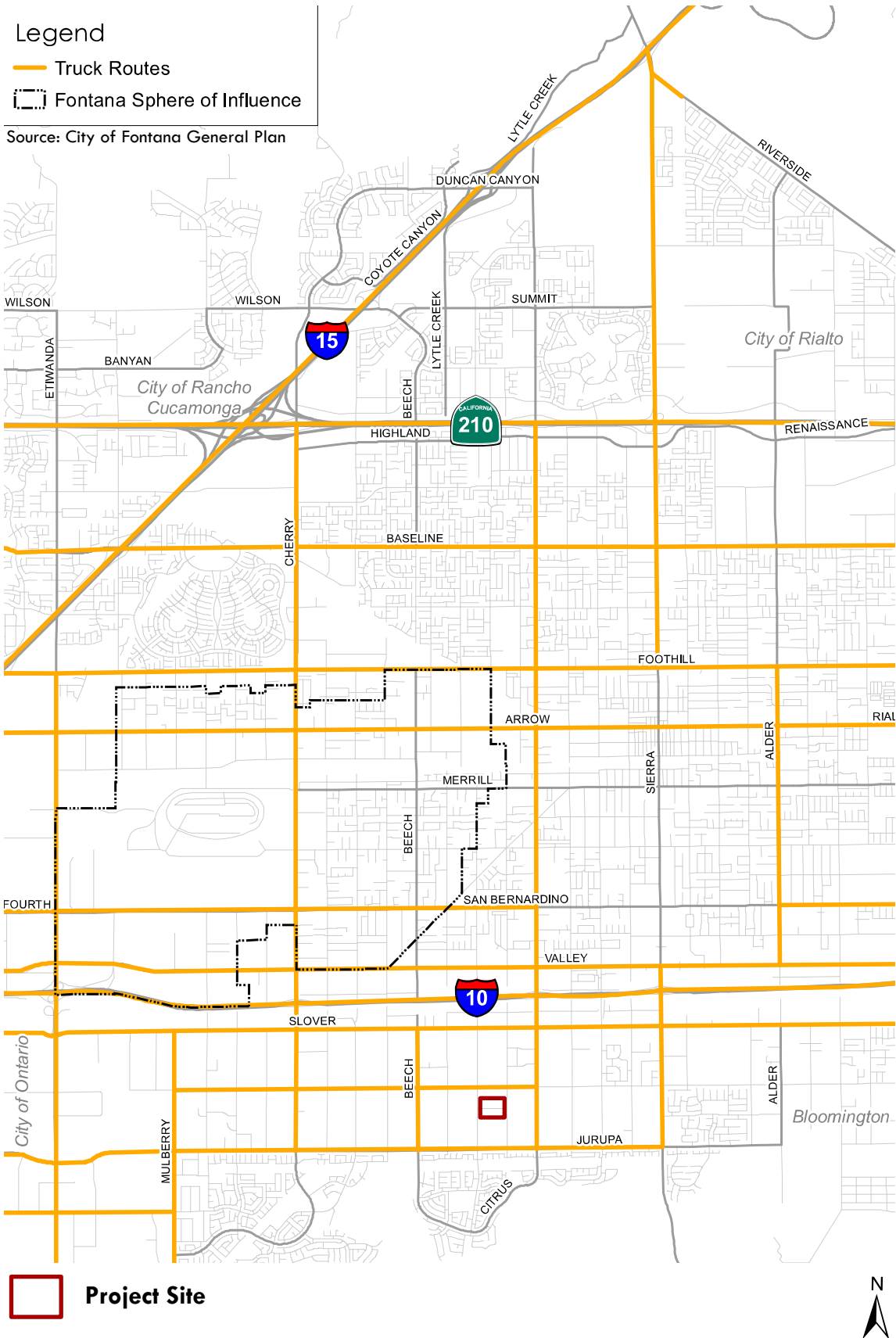


FINISH LEGEND

P-1	SHERWIN WILLIAMS SW 7005 - PURE WHITE
P-2	SHERWIN WILLIAMS SW 7072 - ONLINE
P-3	SHERWIN WILLIAMS SW 7073 - NETWORK GRAY
P-4	SHERWIN WILLIAMS SW 7005 - SOFTWARE
P-5	CLARION RED PANTONE 7626C
GL-1	SOLARBAN 60 (2) SOLARGRAY + CLEAR INSULATED

This page intentionally left blank.

Traffic Circulation

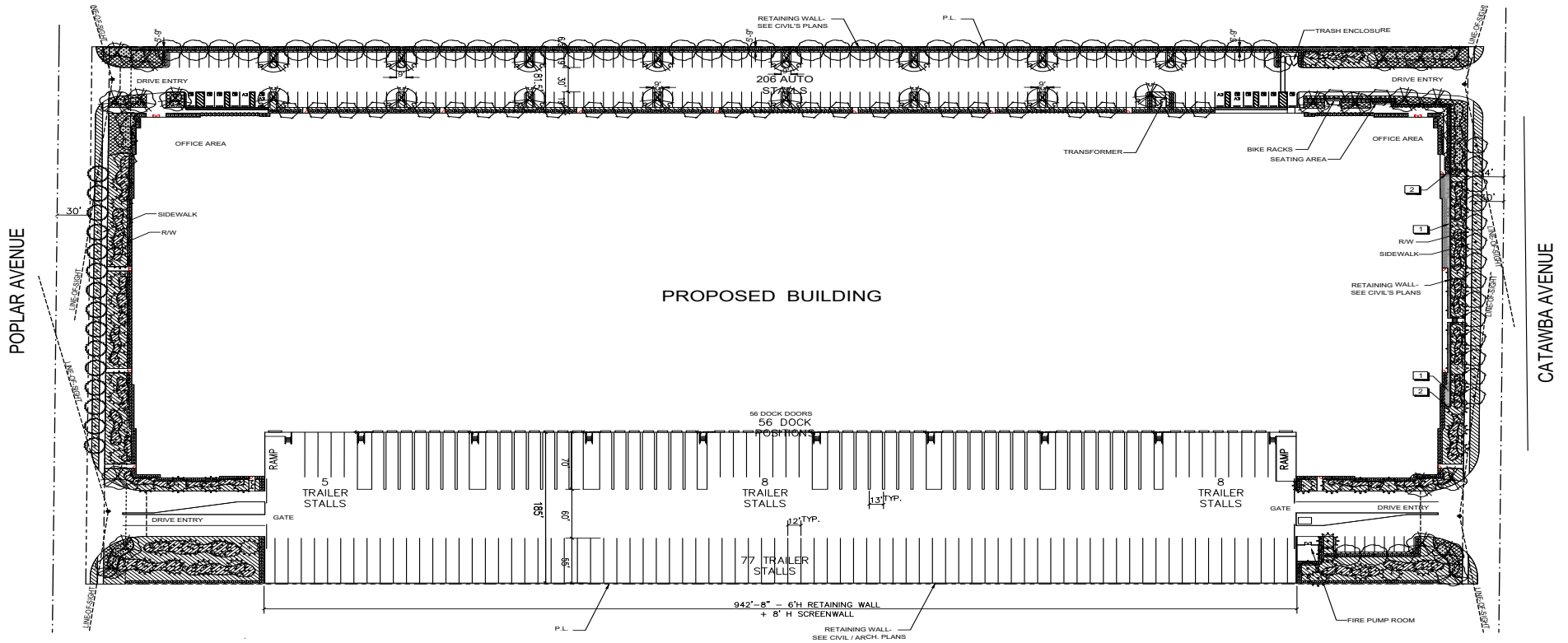


Poplar South Distribution Center
City of Fontana

Figure 3-10

This page intentionally left blank.

Landscape Plan



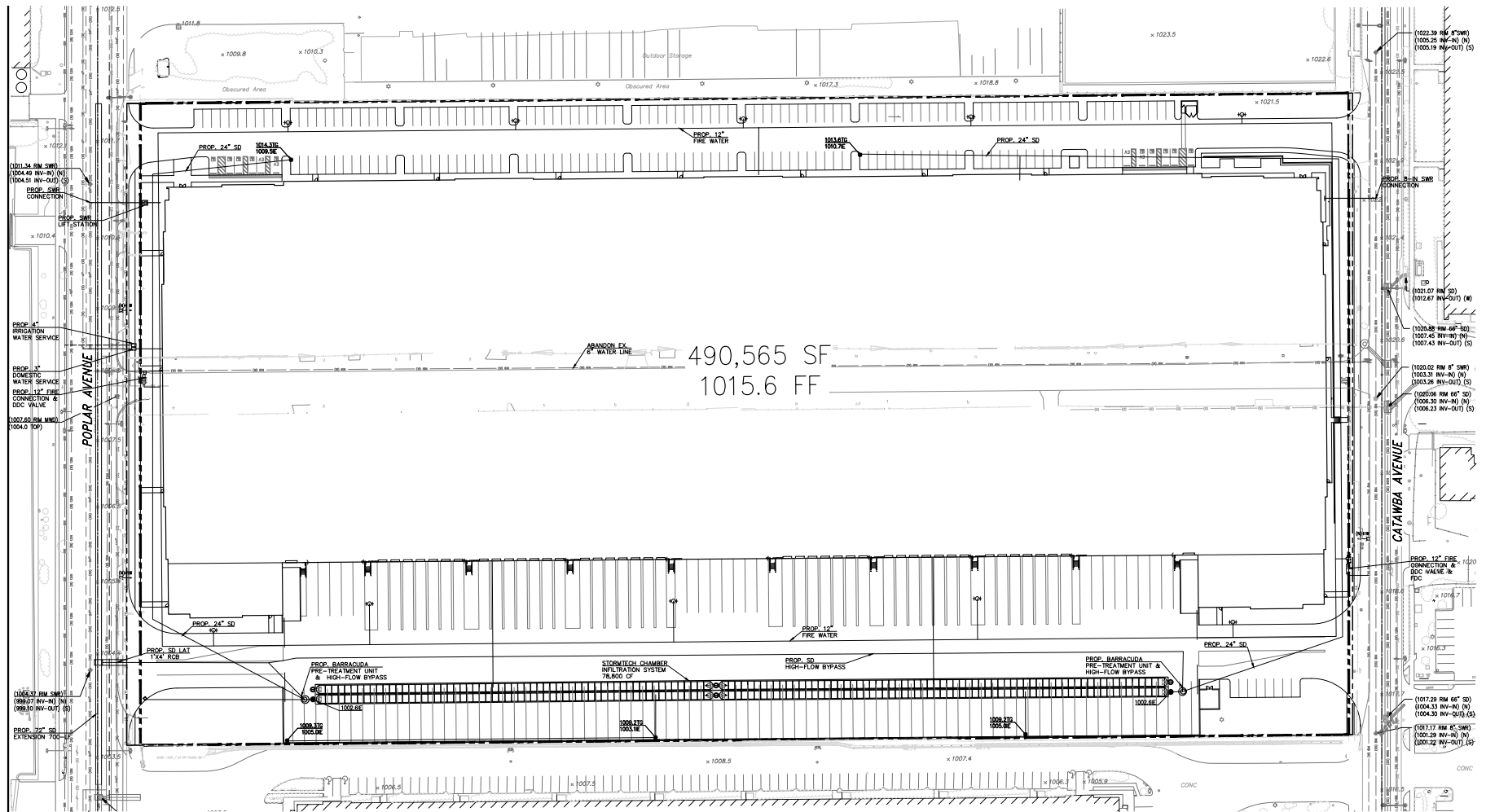
TREE LEGEND

TREES	BOTANICAL / COMMON NAME	CONT	WUCOLS	QTY
	Geijera parviflora / Australian Willow	24"box	Med	14
	Koelreuteria bipinnata / Chinese Flame Tree - Standard	24"box	Med	16
	Koelreuteria bipinnata / Chinese Flame Tree Standard	36"box	Med	20
	Lagerstroemia x 'Muskogee' / Lavender Crape Myrtle Std.	24"box	Med	15
	Pinus eldarica / Afghan Pine SIZE - 24" BOX - WATER USE - WULCOL - LOW	24"box	Low	52
	Pinus eldarica / Afghan Pine	36"box	Low	5
	Rhus lancea / African Sumac	24"box	Low	40
	Tristania conferta / Brisbane Box	24"box	Med	32



This page intentionally left blank.

Utility Plan



LEGEND

- FIRE WATER
- DOMESTIC WATER
- SEWER
- STORM DRAIN
- FIRE HYDRANT



This page intentionally left blank.

Operations

The Project would be operated as a warehouse with ancillary office uses. The building is not designed to accommodate and will not include any warehouse cold storage or refrigerated uses. For purposes of evaluation in this Draft EIR, the proposed development is assumed to be operational 24 hours a day, 7 days a week, with exterior loading and parking areas illuminated at night. Lighting would be subject to City Municipal Code Section 30-697, which states that all outdoor lighting shall be directed and shielded so that no direct light extends onto neighboring properties.

A warehouse is primarily used for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. The building is designed such that business operations would be conducted entirely within the building, with the exception of traffic movement, parking, trailer connection and disconnection, storage and the loading and unloading of trailers at designated loading bays. The outdoor cargo handling equipment used during loading and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, in accordance with contemporary industry standards.

Dock doors on the warehouse building would not be occupied by a truck at all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies (i.e., trucks dock closest to where the goods carried by the truck are stored inside the warehouse). As a result, many dock door positions are frequently inactive throughout the day. Pursuant to state law and regulation, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions.

Construction

Project development is estimated to take approximately 10 months, beginning April 2024 and concluding January 2025. Construction activities for the Project would occur over one phase and include demolition and removal of existing structures, foundations, asphalt/pavement, utilities, and other subsurface improvements; grading and excavation; site preparation, which includes clearing any remaining infrastructure, utilities, and trenching for the new utilities and services; building construction; and landscape installation, paving, and application of architectural coatings. Grading work of soils is expected to result in cut of 48,492 cubic yards (CY) and fill of 39,749 CY of soils for a net export of 8,743 CY. Table 3-2 provides the anticipated construction schedule.

Table 3-2: Construction Schedule

Construction Activity	Working Days
Demolition	20
Grading and Excavation	15
Site Preparation	15
Building Construction	150
Landscaping	10
Architectural Coating	75

Construction would occur within the hours allowable by the Fontana Municipal Code Section 18.63, which states that construction shall occur only between the hours of 7:00 AM and 6:00 PM on weekdays and between the hours of 8:00 AM and 5:00 PM on Saturdays.

Table 3-3: Construction Equipment

Construction Phase	Off-Road Equipment Type	Off-Road Equipment Unit Amount	Hours Used per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	1	8	33	0.73
	Excavators	3	8	36	0.38
	Rubber Tired Dozers	2	8	367	0.4
Site Preparation	Rubber Tired Dozers	3	8	367	0.4
	Tractors/Loaders/Backhoes	4	8	84	0.37
Grading	Excavators	2	8	36	0.38
	Graders	1	8	148	0.41
	Rubber Tired Dozers	1	8	367	0.4
	Scrapers	2	8	423	0.48
	Tractors/Loaders/Backhoes	2	8	84	0.37
Building Construction	Cranes	1	7	367	0.29
	Forklifts	3	8	82	0.2
	Generator Sets	1	8	14	0.74
	Tractors/Loaders/Backhoes	3	7	84	0.37
	Welders	1	8	46	0.45
Paving	Pavers	2	8	81	0.42
	Paving Equipment	2	8	89	0.36
	Rollers	2	8	36	0.38
Architectural Coating	Air Compressors	1	6	37	0.48

Source: Compiled by LSA using CalEEMod defaults (January 2023).
 CalEEMod = California Emissions Estimator Model

3.6 PROJECT DESIGN FEATURES AND EXISTING PLANS, PROGRAMS, OR POLICIES

Throughout the impact analysis in this Draft EIR, reference is made to existing Plans, Programs, or Policies (PPPs) currently in place which effectively reduce environmental impacts. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. The Project proponent has also incorporated into the Project various measures which serve to reduce potentially significant impacts. These voluntary measures are referred to as Project Design Features (PDFs) and are identified and discussed in the impact analysis. Where the application of these measures does not reduce an impact to below a level of significance, Project-specific mitigation is introduced. The City of Fontana would include these PPPs and PDFs along with Mitigation Measures in the Mitigation Monitoring and Reporting Program (MMRP) for the Project to ensure their implementation.

Sustainable Design Features

The Project would comply with the *California Green Building Standards Code, California Code of Regulations, Title 24, Part 11*) (CALGreen Code) policies related to sustainable design and energy conservation by incorporating the following features into Project development and/or operation.

- Installation of enhanced insulation
- Design structure to be solar ready
- Design electrical system to accommodate future renewable energy technologies, solar PV systems, and battery storage systems
- Installation of energy efficient lighting, heating and ventilation systems, and appliances
- Installation of drought-tolerant landscaping and water-efficient irrigation systems
- Implementation of a City construction waste diversion program

3.7 DISCRETIONARY APPROVALS AND PERMITS

The City of Fontana and responsible agencies are expected to use the information contained in this Draft EIR for consideration of approvals related to and involved in the implementation of this Project. These include, but may not be limited to, the permits and approvals described below.

As part of the proposed Project, the following discretionary actions and subsequent approvals are being requested by the Project proponent from the City of Fontana:

- Development Plan Review
- Tentative Parcel Map No. 20638
- General Plan Amendment
- Specific Plan Amendment
- Certification of this EIR with the determination that the EIR has been prepared in compliance with the requirements of CEQA
- Approvals and permits necessary to execute the proposed Project, including but not limited to, demolition permit, grading permit, building permit, etc.

As part of the proposed Project, subsequent approvals are anticipated to be requested from following responsible agencies:

- South Coast Air Quality District

This page intentionally left blank.

4.0 Environmental Setting

The purpose of this section is to provide a description of the environmental setting of the Project, as they existed at the time the Notice of Preparation (NOP) was published, from both a local and a regional perspective. In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Section 5 of this Draft EIR.

4.1 REGIONAL SETTING AND LOCATION

The proposed Project is located in the City of Fontana in southwest San Bernardino County. The City of Fontana encompasses approximately 52 square miles and is located east of the cities of Ontario and Rancho Cucamonga, west of the City of Rialto and the unincorporated community of Bloomington, and north of the City of Jurupa Valley. Interchanges with Interstate 10 (I-10), I-15, and State Route 210 (SR-210) provide regional highway access to the City. I-15 runs northeast/southwest along the northwest edge of the City while I-10 and SR-210 run east/west.

4.2 LOCAL SETTING AND LOCATION

The Project site is located within the southern portion of the City of Fontana and surrounds the existing Rose Avenue south of Santa Ana Avenue, west of Catawba Avenue, north of Jurupa Avenue, and east of Poplar. Regional access to the Project site is provided by I-10 off the Citrus Avenue exit. Local access is provided via Poplar Avenue and Catawba Avenue. Specifically, the Project site is located within Section 25, Township 1 South, Range 6 West, within the Fontana United States Geological Survey (USGS) 7.5-minute topographic quadrangle. The Project site and surrounding area is shown in Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*.

The Project site is comprised of 41 parcels encompassing approximately 19.08 gross acres (18.82 net acres). These parcels are identified as Assessor Parcel Numbers (APNs): 0237-171-01 through -19, 0237-172-01 through -12, -19, -22, -23, -26, -27, -28, -30 through -33. The Project site is currently developed with 40 existing single-family residential units and accessory structures. The residential units are located on the north and south side of Rose Avenue, which runs east west through the center of the site. There is an existing concrete masonry unit (CMU) block wall along the north property line and metal fencing along the southern property line. Existing access to the site is via Rose Avenue, with one entrance on Poplar Avenue and one on Catawba Avenue. The Project site's existing conditions are shown in Figure 4-1 a-c, *Existing Site Photos*.

4.3 EXISTING LAND USE AND ZONING

The Project site has a General Plan land use designation of Residential Trucking (R-T) and a City zoning designation of Specific Plan (SP). The Project is within the Slover East Industrial District (SED) of the Southwest Industrial Park Specific Plan (SWIP SP). Within the SWIP SP, the Project site is designated as Residential Trucking District (RTD). The RTD designation is "intended to allow the continued use of residences in existing residential neighborhoods for a home-based business related to truck use".

According to the SWIP SP, the maximum number of dwelling units per acre (du/ac) allowed in the RTD is 2.0 du/ac. The 19.08-acre Project site currently includes 41 parcels, 40 of which are developed with single-family residential structures, which yields a density of approximately 2.1 du/ac.

4.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is located within a developed area surrounded by light industrial development. The surrounding land uses are described in Table 4-1 below.

Table 4-1: Surrounding Existing Land Use, Zoning, and Specific Plan Designations

	Existing Land Use	General Plan Designation	Zoning Designation	SWIP Designation
North	Industrial warehouse south of Santa Ana Avenue and light industrial uses north of Santa Ana Avenue.	General Industrial (I-G)	Southwest Industrial Specific Plan (SWIP)	Slover East Industrial District (SED)
West	Poplar Avenue followed by a Motor Vehicle Dealer and a beverage manufacturer.	General Industrial (I-G)	Southwest Industrial Specific Plan (SWIP)	Slover East Industrial District (SED)
South	Distribution Warehouse followed by Jurupa Avenue.	General Industrial (I-G)	Southwest Industrial Specific Plan (SWIP)	Slover East Industrial District (SED)
East	Catawba Avenue followed by a trucking company and light industrial warehouse uses.	General Industrial (I-G)	Southwest Industrial Specific Plan (SWIP)	Slover East Industrial District (SED)

Existing Site Photos



View of residential properties at the corner of Poplar Ave and Rose Ave on the west side of project site.



Catawba Ave and Rose Ave intersection on the east side of site.

This page is intentionally left blank.

Existing Site Photos



Poplar Avenue facing south.



Poplar Avenue facing north.

This page is intentionally left blank.

Existing Site Photos



Catawba Avenue facing south.



Catawba Avenue facing north.

This page is intentionally left blank.

4.5 PHYSICAL ENVIRONMENTAL CONDITIONS

The comparative baseline used for the EIR is the physical environmental condition in the vicinity of the Project as it existed at the time the EIR's NOP was released for public review (CEQA Guidelines § 15125(a)(1)). The NOP for this Draft EIR was released for public review on September 30, 2022. The following pages include a description of the physical environmental condition ("existing conditions") on a regional and local basis of that approximate date. More information regarding the Project site's environmental setting is provided in the specific subsections of EIR Section 5.0, Environmental Analysis.

4.5.1 AESTHETICS

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Project site is located within the SWIP SP. The SWIP SP aims to preserve regionally significant scenic vistas and natural features, including the Jurupa Mountains to the south as well as the San Gabriel and San Bernardino Mountains to the north. The Project is located in a developed area with multiple industrial developments in each direction. According to the General Plan, the surrounding foothills are visible from Jurupa Avenue. Views of the surrounding foothills are available from public vantage points traveling north to south on Poplar Avenue and Catawba Avenue. However, there are no scenic vistas designated by the City's General Plan or SWIP SP within the Project vicinity.

State Scenic Highway

There are no officially designated state scenic highways in the vicinity of the proposed Project (Caltrans 2022). The closest Officially Designated State Scenic Highway is State Route 30 near Highlands, approximately 1.5 miles east from the Project site. Likewise, there are no County-designated scenic highways that run through the Project vicinity.

Visual Character of Project Site and Surrounding Area

The Project site is currently zoned as a Residential Trucking District (RTD), which allows for single-family residential uses which are utilized for home-based trucking/heavy equipment business. RTD areas lack any significant visual resources or unique aesthetic characteristics. The Project site consists of 40 residential homes and storage lots that are used for truck trailer storage.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the Project site consists primarily of industrial warehouses and industrial uses. There is no consistent architectural or visual theme within the surrounding area. The parcels adjacent to the Project site directly north, south and east contain large industrial buildings. There is also a car dealership located to the west across Poplar Street.

Light and Glare

The Project site is currently developed with 40 residences and includes minimal sources of nighttime lighting associated with residential use (interior lighting, landscape lights, and intermittent lighting from vehicles utilizing Rose Avenue). However, the Project site is surrounded by sources of nighttime lighting that includes streetlights along Poplar Street, illumination from vehicle headlights, offsite exterior lighting, and interior illumination passing through windows. Sensitive receptors relative to lighting and glare include motorists passing through the Project area. Existing glare in the Project vicinity is generated by building and vehicle windows reflecting light.

4.5.2 AIR QUALITY

The Project site is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to

the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. The Project site is located within the Central San Bernardino Valley (SRA 34). The air quality monitoring station closest to the Project site located at 14360 Arrow Boulevard in the City of Fontana, approximately 3.57 miles northwest of the Project site.

As indicated in the monitoring results included in Table 5.2-2, the federal PM₁₀ standard had no exceedances in 2019, only one in 2020 and no exceedances 2021. The State PM₁₀ standard was exceeded 11 times in 2019, 6 times in 2020, and an unknown number of times in 2021. The PM_{2.5} federal standard had 3 exceedances in 2019, 4 exceedances in 2020, and no exceedances in 2021. The 1-hour ozone State standard was exceeded 41 times in 2019, 56 times in 2020, and an unknown number of times in 2021. The 8-hour ozone State standard was exceeded 71 times in 2019, 91 times in 2020, and an unknown number of times in 2021. The 8-hour ozone federal standard was 67 times in 2019, 89 times in 2020, and 81 times in 2021. In addition, the CO, SO₂, and NO₂ standards were not exceeded in this area during the 3-year period.

4.5.3 BIOLOGICAL RESOURCES

The Project site is currently developed with residential uses and contains multiple non-native, ornamental trees. The approximately 18.82-acre project site consists of two rows of single-family residences north and south of Rose Avenue. The entire site is developed and contains ornamental vegetation in the yards of each house. Elevations on the site range from 1,003 feet above mean sea level (AMSL) to 1,023 feet AMSL. The project site is bordered by a parking lot to the west and industrial development to the north, east, and south. According to the United States Department of Agriculture (USDA) Web Soil Survey, one soil class occurs on the project site. Soils on the project site are classified as: Tujunga loamy sand (TuB), 0 to 5 percent slopes.

The Project site is bound to the east by Poplar Avenue and Catawba Avenue to the west. The parcels adjacent to the Project site directly north and south are developed with industrial warehouses. The parcels adjacent to the Project site directly to the west are used for vehicle parking lot for trucks, trailers, RVs and cars.

Vegetation Communities and Land Covers

The Project site is dominated by one habitat type which includes approximately 19.08 acres of developed area. Developed area consist of two rows of single-family residences with associated ornamental vegetation and Rose Avenue. Plant species observed were primarily non-native, including the Aleppo pine (*Pinus halepensis*), deodar cedar (*Cedrus deodara*), century plant (*Agave americana*), tree of heaven (*Ailanthus altissima*), paper flower (*Bougainvillea glabra*), lemon-scented gum (*Corymbia citriodora*), weeping fig (*Ficus benjamina*), blue jacaranda (*Jacaranda mimosifolia*), crepe-myrtle (*Lagerstroemia indica*), southern magnolia (*Magnolia grandiflora*), chinaberry (*Melia azedarach*), oleander (*Nerium oleander*), blue myrtle cactus (*Myrtillocactus geometrizans*), and Mexican fan palm (*Washingtonia robus*).

Heritage, Significant, and Specimen Trees

Section 28-63 of the City's Municipal Code includes the following species as protected trees: Oak (*Quercus* sp.), California Walnut (*Juglans Californica*), Western Sycamore (*Plantanus racemosa*), London Plane (*Platanus acerifolia*) or Deodora cedar (*Cedrus deodora*) that have at least one trunk (a) 6 inches in diameter at breast height (DBH) as measured four and one-half feet above mean natural grade or (b) a combination of any two trunks measuring a total of 8 inches in DBH as measured four and one-half feet above mean natural grade. According to the Arborist Study and Tree Protection Plan, none of the protected trees as defined by the City's Municipal Code were found on the Project site (Ramirez 2023).

Special-Status Plant Species

Sensitive plant species include plants listed as state and/or federally Threatened, Endangered, Rare, or Candidate species or listed as 1B.1 on the CNPS Rare Plant Inventory. A total of 16 special-status plant species were identified as having a potential to occur in the vicinity of the Project site, based on the literature review but none of the species were observed during biological field surveys. Additionally, based on habitat requirements for these species and the availability, the quality of onsite habitat, and the routine onsite disturbances, it was determined that no special-status plant species have potential to occur onsite and are all presumed absent (Hernandez 2022).

Special-Status Wildlife Species

Sensitive animal species include federal, and state listed endangered and threatened species, candidate species for listing by USFWS or CDFW, and/or are species of special concern (SSC) pursuant to CDFW. A total of 16 special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site, based on the literature review, but none of the species were observed during biological field surveys (Hernandez 2022).

Jurisdictional Waters and Wetlands

No jurisdictional drainage or wetland features were observed on the Project site during the field investigation.

Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, which are often hillsides or tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

The Project site has not been identified as occurring within a wildlife corridor or linkage. Furthermore, the Project site has been heavily disturbed and is isolated from regional wildlife corridors and linkages. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (Hernandez, 2022). However, existing trees within the Project site may serve as nesting habitat for migratory bird species.

Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 0.60 miles south of the Project site for Coastal California gnatcatcher within a mountain range.

4.5.4 CULTURAL RESOURCES

Historic

In 1903, San Bernardino contractor and agriculturist A.B. Miller and his Fontana Development Company purchased Rosena, a settlement platted by the Semi-Tropic Land and Water Company in 1887. Miller oversaw the construction of an irrigation system that utilized the water from Lytle Creek in order to expand agricultural operations in the area.

In 1926, the National Old Trails (N.O.T.) alignment running through Fontana became part of the newly created U.S. Highway 66. By 1930 the Fontana Company had subdivided more than three thousand homesteads, half occupied by full-time settlers. Kaiser Steel was founded in Fontana in the 1940s and

became one of the main producers of steel west of the Mississippi River. To provide for his workers' health needs, Henry J. Kaiser constructed the Fontana Kaiser Permanente medical facility, which is now the largest managed care organization in the United States. Kaiser steel closed in the 1980s and Fontana transitioned to being a transportation hub for trucking due to the number of highways that intersect in the area.

Between 1980 and 1987, Fontana's population doubled from 35,000 to 70,000, assisted by the Fontana Redevelopment Agency, who provided incentives for housing developers to build within the city. This process led to the first specific plan and development agreement for the Southridge residential area. Residential development continued to grow through the 1990s; however, commercial activities in the downtown area declined as new commercial developments near freeways and the new residential areas pulled shopping away from the historic downtown core.

Currently, the Project site is entirely developed with 40 residential structures on 41 parcels, many with associated detached garages, sheds, and other ancillary structures. Based on historical aerials from 1938, the Project site was used for agricultural uses. Additional historical aerials show that by 1948 the Project site was being developed for residential uses. Subsequent aerial photographs show the steady regular residential development of the site throughout the twentieth century. The Cultural Resources Study identified 24 previously recorded resources within one-half mile of the boundaries of the Project site consisting of a prehistoric habitation site and artifact scatter, a prehistoric isolate scatter, 16 historic single-family residences, one site consisting of five historic buildings, one site consisting of historic footings and a trash scatter, the historic Gertrude Smith Complex, and three historic transmission line alignments (BFSA 2022a). None of these resources are within the Project site.

The field survey conducted as part of the Cultural Resources Study, identified 33 historic era (older than 50 years) structures within the Project site; however, none were determined to be historically significant.

Archaeologic

The Paleo Indian Period is associated with the terminus of the late Pleistocene (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Project is within an area where the traditional use territories of the Gabrielino, Serrano, and Cahuilla meet. The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period include mortar and pestle, dart points, and arrow points.

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

The Cultural Resources Study identified two prehistoric resources recorded within one-half mile of the Project site. These prehistoric resources include a habitation site and artifact scatter as well as isolate scatter. None of the archaeological resources identified are within the Project site.

4.5.5 ENERGY

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Fontana. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2021 Annual Report, the SCE electrical grid modernization effort supports implementation of California Senate Bill 32 that requires the State to cut greenhouse gas emissions 40 percent below 1990 levels by 2030 and 80 percent from the same baseline by 2050 in order to help achieve carbon neutrality by 2045. It describes that in 2021 approximately 42 percent of power that SCE delivered to customers came from carbon-free resources.

The Project site is currently served by the electricity distribution systems that exist along the roadways adjacent to the Project site.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Fontana and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1.1 percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure. The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada. SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 in its 2022 report.

The Project site is currently served by the natural gas distribution system that exists within the roadways that are adjacent to the site.

4.5.6 GEOLOGY AND SOILS

The City of Fontana generally lies within the northern and northwestern portion of the Peninsular Ranges Geomorphic Province of Southern California. The Peninsular Ranges are characterized by northwest-southeast trending faults, folds, and mountain ranges. Prior to the mid-Mesozoic period, the region was covered by seas and thick marine sediment and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous period, extensive mountain building occurred during the emplacement of the southern California batholith.

The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain. The Project site is mostly flat with a gentle gradient to the south. According to the Geotechnical Investigation, there is approximately 13 feet of elevation differential throughout the site.

Faults and Ground Shaking

The Project site is not within an Alquist-Priolo Earthquake Fault Zone. There are no known active faults within 500 feet of the Project site. According to the Geotechnical Investigation, there is no evidence of faulting on the Project site, therefore the possibility of fault rupture is low. The nearest active fault zones are the Sierra Madre Fault Zone, located approximately eight miles north of the Project site and the San Jacinto Fault Zone, located approximately nine miles east of the Project site. Both of these faults, as well as other faults

in the southern California region could cause moderate to intense ground shaking during the lifetime of the Project.

Ground Rupture

Ground rupture occurs when movement on a fault breaks the rough to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The State has established Earthquake Fault Zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake fault zones are regulatory zones that encompass surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the Sierra Madre Fault Zone. There are no fault zones within vicinity of the Project site. Therefore, ground rupture is considered to be low at the Project site.

Soils

The Geotechnical Investigation describes that artificial fill soils were encountered at the ground surface of all eight boring locations and extended to depths of approximately 2.5 to 4.5 feet below existing site grades. The artificial fill soils consist of very loose to medium dense silty fine sands with trace medium to coarse sand content and occasional gravel content. Native alluvium was encountered at the ground surface of all of the boring locations, extending at least to the maximum depth explored of 25 feet below ground surface (bgs). The alluvium generally consists of medium dense to dense fine to coarse sands, medium dense to very dense gravelly fine to coarse sands, loose to medium dense silty fine sands, and medium dense fine sandy silts.

Expansive Soils

Expansive soils are soils containing water-absorbing minerals that expand as they take in water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. The Geotechnical Investigation describes that the near-surface Project site soils consist of gravelly sands, sands, and silty sands with no appreciable clay content. The Geotechnical Investigation explains that these materials are classified as non-expansive.

Groundwater

Groundwater was not encountered at any of the boring locations, which extended at least 25 feet bgs. Based on the lack of groundwater within the borings, and the low moisture contents of the recovered soil samples, the static groundwater table is considered to have existed at a depth in excess of 25 feet bgs.

Liquefaction, Lateral Spreading, and Settlement

Liquefaction occurs when vibrations or water pressure within a mass of soil cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Clayey (cohesive) soils or soils which possess clay particles in excess of 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Different phenomena associated with liquefaction are described below:

Lateral Spreading: Lateral spreading is the lateral movement of stiff, surficial blocks of sediments as a result of a subsurface layer liquefying. The lateral movements can cause ground fissures or extensional, open cracks at the surface as the blocks move toward a slope face, such as a stream bank or in the direction of a gentle slope. When the shaking stops, these isolated blocks of sediments come to rest in a place different from their original location and may be tilted.

Ground Oscillation: Ground oscillation occurs when liquefaction occurs at depth but the slopes are too gentle to permit lateral displacement. In this case, individual blocks may separate and oscillate on a liquefied layer. Sand boils and fissures are often associated with this phenomenon.

Bearing Strength Loss: Bearing strength decreases with a decrease in effective stress. Loss of bearing strength occurs when the effective stresses are reduced due to the cyclic loading caused by an earthquake. Even if the soil does not liquefy, the bearing of the soil may be reduced below its value either prior to or after the earthquake. If the bearing strength is sufficiently reduced, structures supported on the sediments can settle, tilt, or even float upward in the case of lightly loaded structures such as gas pipelines.

Ground Fissuring and Sand Boils: Ground fissuring and sand boils are surface manifestations associated with liquefaction and lateral spreading, ground oscillation and flow failure. As apparent from the above descriptions, the likelihood of ground fissures developing is high when lateral spreading, ground oscillations, and flow failure occur. Sand boils occur when the high water pressures are relieved by drainage to the surface along weak spots that may have been created by fissuring. As the water flows to the surface, it can carry sediments, and if the pore water pressures are high enough create a gusher (sand boils) at the point of exit.

- Sediments must be relatively young in age and must not have developed large amounts of cementation;
- Sediments must consist mainly of cohesionless sands and silts;
- The sediment must not have a high relative density;
- Free groundwater must exist in the sediment; and
- The site must be exposed to seismic events of a magnitude large enough to induce straining of soil particles.

As discussed previously, the borings conducted as part of the site-specific geotechnical report for the Project site did not encounter groundwater. Thus, Project site soils are not susceptible liquefaction (SCG 2022). The Geotechnical Investigation concluded that the soils within the Project site have a very low potential for lateral spreading. The Geotechnical Investigation concluded that post-construction soils within the Project site have an estimated differential settlement of less than 1.0 and 0.5 inches, respectively and that differential movements are expected to occur over a 30-foot span, thereby resulting in an angular distortion of less than 0.002 inches per inch.

Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. According to the Geotechnical Investigation, an estimated shrinkage potential of four to 14 percent is expected during removal and recompaction of the artificial fill and near-surface native soils. A subsidence of 0.1 feet is estimated to occur within the Project site (SCG 2022).

Landslides

Earthquake-induced landsliding often occurs in areas where previous landslides have moved and in areas where the topographic, geologic, geotechnical and subsurface groundwater conditions are conducive to permanent ground displacements.

As discussed in the Geotechnical Investigation, the site and surrounding vicinity is relatively flat and would not be susceptible to landslides (SCG 2022).

Unique Geologic Feature

Unique geologic features are those that are unique to the field of geology. The Project site is underlain by Holocene and late Pleistocene (present day to approximately 120,000 years ago) young alluvial fan sediments (Qyfl) of the Lytle Creek fan. These deposits are underlain by late to middle Pleistocene (approximately 11,700 to 780,000 years ago) old alluvial fan deposits (Qof₃). The geologic processes that occurred on the Project site and in the vicinity are generally the same as those in other parts of San Bernardino County and state.

Paleontological Resources

Paleontological resources include fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

The young alluvial fan deposits mapped at the surface in the Project are considered to have low potential to yield significant paleontological resources. However, the underlying late Pleistocene alluvial fan deposits are considered to have high paleontological sensitivity.

A paleontological literature review and records search was conducted for the Project site. The records search revealed two previous reports conducted in the Project vicinity. The first report identified seven previously recorded fossil localities located approximately two miles west of the Project site. The localities consist of the bones of large and small Pleistocene-age mammals and terrestrial snails and freshwater clams. Additionally, a Sabertooth cat specimen was reportedly discovered approximately one mile south of the Project site in the Declzville neighborhood. Based on the presence of nearby significant fossil localities, the underlying Pleistocene old alluvial fan deposits mapped at the Project site are considered to have a high potential to yield significant paleontological resources.

4.5.7 GREENHOUSE GAS

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). For example, SF₆ is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF₆, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global

warming potential as CO₂. Therefore, an emission of one metric ton (MT) of SF₆ could be reported as an emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e.

The Project site is located in the City of Fontana. The primary GHG emissions in the City of Fontana are from on-road transportation; building energy; and waste. The 19.08-acre Project site is currently developed with 40 single-family residential units. Some of the residences operate an additional use or business, such as truck transportation, auto storage, and auto repair facilities. GHG emissions are currently generated by the operation of these uses and the related vehicle trips.

4.5.8 HAZARDS AND HAZARDOUS MATERIALS

Environmental Site Conditions

The Project site is currently developed with 40 existing single-family residential units and accessory structures. Existing residential units are located on the north and south side of Rose Avenue, which runs east-west through the center of the site. Uses surrounding the Project site include light industrial uses.

- **South:** Distribution Warehouse followed by Jurupa Avenue.
- **North:** Industrial warehouse south of Santa Ana Avenue and light industrial uses north of Santa Ana Avenue.
- **East:** Catawba Avenue followed by a trucking company and light industrial warehouse uses.
- **West:** Poplar Avenue followed by a Motor Vehicle Dealer and a beverage manufacturer.

The Project site was historically utilized for agricultural purposes as early as 1938 and for residential purposes as early as the 1948 (BFSa 2022a).

The Phase I Environmental Site Assessment did not identify any recognized environmental conditions (RECs) associated with the Project site. However, the Phase I concluded that based on the construction dates, it is likely that asbestos containing materials are present at the existing buildings on the Project site.

No gasoline service stations or dry cleaners are in the immediate vicinity (approximately 500 feet) of the Project site. There are no off-site hazardous material sources of environmental concern surrounding the Project site.

Other Environmental Conditions

According to the City of Fontana General Plan Draft Environmental Impact Report and the Department of Conservation California Earthquake Hazards Zone Application ("EQ Zapp"), the Project site is not within:

- Geologic: Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized).
- Fire: high or very high fire hazard severity zone.

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06071C8665H), the Project site is primarily located in "Zone X", which is an area that is not located in a flood zone with a known base flood elevation. According to the Preliminary Drainage Report for the Project, "Zone X" is defined as an area outside of the 100-year floodplain.

Evacuation Routes

According to the Fontana General Plan Noise and Safety Element, the City has no designated evacuation routes.

4.5.9 HYDROLOGY AND WATER QUALITY

Regional Hydrology

The City of Fontana is in the in the Santa Ana River Basin, a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego.

Watershed

The Project site is located in the Santa Ana River Watershed. The upper and lower watersheds are divided at Prado Dam located just east of the Santa Ana Mountains. Below the dam, the river channel passes through the mountains into Orange County, and ultimately reaches the Pacific Ocean between the cities of Newport Beach and Huntington Beach (City of Fontana, 2018). The City of Fontana is located within the lower Lytle Creek subwatershed. As mentioned above, the SARWQCB has the authority to implement water quality protection standards through the issuance of permits for discharges to waters at locations within its jurisdiction, which includes the Santa Ana River Watershed and its subwatersheds.

Groundwater Basin

The Project area overlies the Chino Subbasin of the Upper Santa Ana Valley Groundwater basin. The Chino Subbasin is bounded on the east by the Rialto-Colton fault; on the southeast by the contact with impermeable rocks forming the Jurupa Mountains and low divides connecting the exposures. On the south the subbasin is bounded by contact with impermeable rocks of the Puente Hills and by the Chino fault; on the northwest by the San Jose fault; and on the north by impermeable rocks of the San Gabriel Mountains and by the Cucamonga fault. Ground water recharge to the subbasin occurs by direct infiltration or precipitation on the subbasin floor, by infiltration of surface flow, and by underflow of ground water from adjacent basins. The five recharge facilities in the subbasin are Deer Creek, Day Creek, East Etiwanda, San Sevaine, and Victoria (California Department of Water Resources, 2006). The most serious water quality problems for the groundwater basin continue to be high concentrations of dissolved solids and nitrate-nitrogen.

Water Quality

Surface

The nearest channel to the Project site is Declerz Channel approximately 0.5 mile to the south, which is underground and drains to the Declerz Basin. The nearest surface water to the Project site is Santa Ana River approximately six miles to the east. The Santa Ana River is the main receiving water for the Project site. The Santa Ana River Reach 3 is classified as impaired for copper, indicator bacteria, and lead and has been placed on the 303(d) list. Further, a TMDL was developed for indicator bacteria. Other receiving waters include the Declerz Channel and the San Sevaine Channel, which are not listed as impaired.

The City of Fontana has adopted the EPA's National Pollutant Discharge Elimination System (NPDES) regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the City a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2002-0011), which establishes pollution prevention requirements for planned developments. The City participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NPDES MS4 permit and associated Storm Water Management Program.

Groundwater

The Project site is location in the Chino Subbasin of the Upper Santa Ana Groundwater Basin. The Chino Basin is one of the largest groundwater basins in southern California and encompasses about 235 square miles of the Upper Santa Ana River watershed. It lies within portions of San Bernardino, Riverside, and Los Angeles counties. The Chino Basin has approximately five to seven million-acre feet of water in storage and an estimated one million acre-feet of additional unused storage capacity. Prior to 1978, the Basin was in overdraft. After 1978, the Basin has been managed via adjudication by the Chino Basin Watermaster.

Existing Drainage

According to the City of Fontana Master Drainage Plan, the Project site is located in the Declaz North drainage area. The Project site is bordered to the west by drainage facility DZ-10 and to the east by drainage facility DZ-9. Drainage facilities in the City of Fontana are operated under a partnership between the City of Fontana and the San Bernardino County Flood Control District. Topographically, the Project site is relatively flat with an elevation range from 1,003 feet above mean sea level (AMSL) to 1,023 feet AMSL. The existing site is developed as a residential neighborhood. The residential area north of Rose Avenue drains southerly towards Rose Avenue. Runoff from Rose Avenue is then conveyed along Rose Avenue towards Poplar Avenue via overland flow. Flows are collected via curbs and gutters and discharged into the existing 72-inch storm drain within Poplar Avenue. The residential area south of Rose Avenue drains northeast to southwest and into a drainage ditch immediately south of the Project site within the adjacent property.

Flood Zone

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (16071C8665H), the Project site is primarily located in “Zone X” flood plain area. The “Zone X” is defined as area outside of the 100-year floodplain.

4.5.10 LAND USE AND PLANNING

The Project site surrounds the existing Rose Avenue south of Santa Ana Avenue, west of Catawba Avenue, north of Jurupa Avenue, and east of Poplar Avenue in the southern portion of the City of Fontana within the County of San Bernardino. The 19.08 gross acre (18.82 net acres) site consists of the following Assessor Parcel Numbers (APNs): 0237-171-01 through -19, 0237-172-01 through -12, -19, -22, -23, -26, -27, -28, -30 through -33. The Project site has a General Plan designation and zoning designation of Residential Trucking (R-T) within the SWIP SP. Additionally, the site is located within the Fontana United States Geological Survey (USGS) 7.5-Minute Quadrangle; Section 25, Township 1 South, Range 6 West.

The surrounding uses, described below, are dominated by industrial uses.

- **North:** Industrial warehouse south of Santa Ana Avenue and light industrial uses north of Santa Ana Avenue.
- **West:** Poplar Avenue followed by a Motor Vehicle Dealer and a beverage manufacturer.
- **South:** Distribution Warehouse followed by Jurupa Avenue.
- **East:** Catawba Avenue followed by a trucking company and light industrial warehouse uses.

4.5.11 NOISE

Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, which are shown in Figure 5.11-1. The noise level measurements were positioned as close to the Project site as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with surface streets. A description of these locations and the existing noise levels are provided in Table 4-1.

Table 4-2: Summary of 24-Hour Ambient Noise Level Measurements

Location		Daytime Noise Levels ¹ (dBA Leq)	Evening Noise Levels ² (dBA Leq)	Nighttime Noise Levels ³ (dBA Leq)	Daily Noise Levels (dBA CNEL)
LT-1	11053 Catawba Ave., on a power line pole approximately 25 feet east of Catawba Ave. centerline and 40 feet from the east boundary of the Project	57.0–64.7	56.9–59.2	49.9–60.9	65.0
LT-2	On a tree near southeast corner of Catawba Ave. and Jurupa Ave. intersection, approximately 100 feet away from Jurupa Ave. centerline	65.9–69.2	63.9–65.9	58.1–65.5	69.8

Source: Compiled by LSA (2023).

Note: Noise measurements were conducted from April 25 to April 26, 2022, starting at 11:00 a.m.

¹ Daytime Noise Levels = noise levels during the hours from 7:00 a.m. to 7:00 p.m.

² Evening Noise Levels = noise levels during the hours from 7:00 p.m. to 10:00 p.m.

³ Nighttime Noise Levels = noise levels during the hours from 10:00 p.m. to 7:00 a.m.

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

Leq = equivalent continuous sound level

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

Existing Airport Noise

The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found on Policy Map 2-3 of the ONT ALUCP. As shown on Figure 5.11-2, the Project site is located within the 60-65 dBA CNEL noise level contour boundaries. Industrial land uses are considered *normally compatible land use* within the 60-65 dBA CNEL noise contour boundaries.

Sensitive Receivers

Noise sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. The closest sensitive receptors to the Project site are residential uses such as single-family homes located approximately 1,325 feet northeast of the Project northern boundary, south of Tyrol Drive, and single-family homes located approximately 1,500 feet south of the Project boundary line, south of Jurupa Avenue. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

4.5.12 POPULATION AND HOUSING

The Project site contains 41 parcels, 40 of which are currently developed single-family residences and associated structures (40 total single family residential units). The Project site has a General Plan land use designation of Residential Trucking (R-T) and a zoning designation of Specific Plan (SP). The Project site is

within the Slover East Industrial District (SED) of the SWIP SP. Within the SWIP, the Project site is designated as Residential Trucking District (RTD).

The proposed Project would include a General Plan Amendment (GPA) to change the land use designation from R-T to General Industrial (I-G) and a Specific Plan Amendment (SPA) to change the SWIP SP designation from RTD to SED. The proposed Project would include a GPA to change the land use designation from R-T to General Industrial (I-G) and a SPA to change the SWIP designation from RTD to SED. The SED is intended to provide opportunities for light and heavy manufacturing activities that are supported by trucking routes and the existing rail spur in addition to the continued use and expansion of existing industrial, distribution and logistics-based warehousing developments, and strategically located service commercial facilities. Permitted uses within the SED include but are not limited to warehousing facilities, logistics and distribution facilities, and general manufacturing.

Population

According to the Southern California Association of Government’s (SCAG) 2020-2045 Regional Transportation Plan / Sustainable Community Strategy (RTP/SCS), the population of Fontana is anticipated to increase from 211,000 persons in 2016 to 286,700 persons in 2045, an increase in 75,700 persons (Table 4-2). This represents a 36 percent increase between 2016 and 2045. Assuming the City of Fontana’s population increased at a consistent rate between 2016 and 2045, the City would add approximately 2,610 persons per year. Comparatively, the entire population of San Bernardino County is anticipated to increase from 2,141,000 persons in 2016 to 2,815,000 persons in 2045, an increase in 674,000 persons. This represents a 31 percent increase. Assuming the County’s population increased at a consistent rate between 2016 and 2045, the County would add approximately 32,241 persons per year.

Table 4-3: Population Trends in the City of Fontana

Jurisdiction	2016	2045	2016 – 2045 Increase
City of Fontana	211,000	286,700	75,700 (36%)
San Bernardino County	2,141,000	2,815,000	674,000 (31%)

Source: SCAG 2020

Housing

According to SCAG’s 2020-2045 RTP/SCS, the City of Fontana is projected to add approximately 26,300 households by 2045 (Table 4-3). Assuming the City of Fontana adds to the housing stock at a consistent rate between 2016 and 2045, the City would add approximately 907 dwelling units per year. Comparatively, the County as a whole is expected to add approximately 245,000 households by 2045. Assuming the County added to the housing stock at a consistent rate between 2016 and 2045, the County would add approximately 8,448 dwelling units per year.

Table 4-4: Housing Trends in the City of Fontana

Jurisdiction	2016	2045	2016 – 2045 Increase
City of Fontana	51,500	77,800	26,300 (51%)
San Bernardino County	630,000	875,000	245,000 (39%)

Source: SCAG 2020

Employment

According to SCAG’s 2020-2045 RTP/SCS, the City of Fontana is projected to add approximately 18,400 jobs between 2016 and 2045 (Table 4-4). This represents an increase of approximately 32 percent. Assuming the City of Fontana added employment opportunities at a consistent rate between 2016 and 2045, the City would add approximately 635 jobs per year. Comparatively, the entire County is projected to add approximately 273,000 jobs (or 35 percent) between 2016 and 2045. Assuming the entire County added employment opportunities at a consistent rate between 2016 and 2045, the County would add approximately 9,414 jobs per year.

Table 4-5: Employment Trends in the City of Fontana

Jurisdiction	2016	2045	2016 – 2045 Increase
City of Fontana	56,700	75,100	18,400 (32%)
San Bernardino County	791,000	1,064,000	273,000 (35%)

Source: SCAG 2020

Jobs – Housing Ratio

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG’s regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced.... Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, job-housing balance would... assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

SCAG considers an area balanced when the jobs-housing ratio is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.36 are “housing rich,” meaning that more housing is provided than employment opportunities in the area. A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting. Table 4-5 provides the projected jobs-to-housing ratios, based on SCAG’s 2020-2045 RTP/SCS, for the City.

Table 4-6: Jobs - Housing Trends in the City of Fontana

Jurisdiction	Employment in 2016	Number of Dwelling Units in 2016	2016 Jobs to Housing Ratio	Employment in 2045	Number of Dwelling Units in 2045	2045 Jobs to Housing Ratio
City of Fontana	56,700	51,500	1.10	75,100	77,800	0.97
San Bernardino County	791,000	630,000	1.26	1,064,000	875,000	1.22

Source: SCAG 2020

As shown on Table 4-5, the projected 2045 jobs-to-housing ratio for the City of Fontana and San Bernardino County are 0.97 and 1.22, respectively; that is, both the City of Fontana and San Bernardino County are housing-rich. Therefore, it is possible that residents in the City of Fontana commute to other incorporated cities or other counties for employment.

4.5.13 PUBLIC SERVICES

Fire Services

The Project site would be served by the Fontana Fire Protection District (FFPD) which contracts with the San Bernardino County Fire Department (SBCoFD) to provide fire and emergency services. FFPD provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, hazard abatement, acts of terrorism and natural disaster response. The FFPD consists of 132 full-time personnel, including 116 safety employees and 16 non-safety employees.

The City of Fontana is served by a total of seven fire stations as listed in Table 4-6. The fire station closest to the Project site is Station 74 located at 11500 Live Oak Ave., approximately 1.8 miles southwest.

Table 4-7: Fire Stations

Fire Station	Location	Distance from Site	Estimated Response Time	Equipment	Staffing
Station 74	11500 Live Oak Ave. Fontana, CA 92335	1.8 miles	6 minutes, 55 seconds	-One Medic Engine	3 crewmembers
Station 77	17459 Slover Fontana, CA 92335	2.8 miles	7 minutes, 8 seconds	-One Medic Truck -One Medic Squad	5 crewmembers
Station 72	15380 San Bernardino Ave. P.O. Box 1040 Fontana, CA 92335	3.0 miles	7 minutes, 7 seconds	-One Medic Engine -One Squad Vehicle	5 crewmembers
Station 71	16980 Arrow Blvd. Fontana, CA 92335	5.0 miles	5 minutes, 49 seconds	-One Medic Engine -One Medic Truck -One Squad Vehicle	8 crewmembers
Station 78	7110 Citrus Fontana, CA 92333	5.4 miles	6 minutes, 49 seconds	-One Medic Engine -One Squad Vehicle	5 crewmembers
Station 73	14360 Arrow Fontana, CA 92335	5.9 miles	6 minutes, 22 seconds	-One Medic Engine	4 crewmembers
Station 79	5075 Coyote Canyon Rd. Fontana, CA 92336	9.0 miles	7 minutes, 18 seconds	-One Medic Engine	3 crewmembers

Information provided by City of Fontana FY 19-20 Adopted Operating Budget, SBCoFD Website and Lauri Lockwood at SBCoFD

Law Enforcement Services

Law enforcement services in the City are provided by the Fontana Police Department (FPD). The city is served by the central station located at 17005 Upland Avenue in downtown Fontana, which is approximately 4.9 miles northwest of the Project site. The FPD has four divisions including Office of the Chief of Police, administrative services, field services and special operations and consists of 305 personnel, including 202 sworn officers and 103 non-sworn employees to provide for community policing services. In addition, the average response time for the FPD is 4 minutes and 39 seconds (2021 FPD Annual Report). Using the estimated population of 210,761 in 2021 for the City of Fontana, the ratio of existing FPD personnel per 1,000 residents is estimated to be 1.4 (US Census Bureau 2021).

The San Bernardino County Sheriff's Department also operates a station in the City of Fontana located at 17780 Arrow Blvd, approximately 5.7 miles away from the Project site. This station is staffed with 50 employees and services unincorporated areas of several cities including that of Fontana, Bloomington, Rialto, San Antonio Heights and the communities of Rosena Ranch and Lytle Creek.

The FPD and crime statistics indicate that Fontana does not have any ongoing serious crime problems and that the City of Fontana has become one of the safest in the region in recent decades (City of Fontana 2018).

Park Services

Existing parks within the City include 41 parks on a total of approximately 366 acres (City of Fontana, 2018). At the estimated population of 210,761 in 2021, the ratio of existing parkland acres per 1,000 residents is 1.7 (US Census Bureau 2021). The parks and recreation facilities closest to the Project site include Catawba Park at 11411 Catawba Place (approximately 0.9 miles from the Project site), Village Park at 15601 Village Drive East (approximately 0.9 miles from the Project site), and Mary Vagle Nature Center at 11501 Cypress Avenue East (approximately 1.6 miles from the Project site).

School Services

The Project site is within the Fontana Unified School District (FUSD) boundary. The FUSD currently operates 45 schools, including: 30 elementary schools, seven middle schools, five high schools, two alternative high schools and one adult school (FUSD 2022). As of the 2021/2022 school year, the FUSD had a total enrollment of 35,101 students (California Dept. of Education 2022). The Project site is closest to Jurupa Hills High School, at 10700 Oleander Avenue (approximately 1.1 miles from the Project site), Citrus Continuation High School at 10760 Cypress Avenue (approximately 1.1 miles from the Project site), and Truman Middle School at 16224 Mallory Drive (approximately 2.0 miles from the Project site).

Other Public Facilities

Other governmental services include a variety of public and quasi-public services including libraries, medical clinics, urgent care facilities, hospitals, social service centers, senior centers, and other facilities. The library closest to the Project site and surrounding area is the Fontana Lewis Library & Technology Center, located at 8437 Sierra Avenue, approximately 4.8 miles northwest of the Project site.

Additionally, the nearest medical facilities to the Project site are the Metropolitan Industrial Medical Clinic, located approximately 1.9 miles northeast, Kaiser Emergency Services located approximately 3.0 miles northwest, and the Fontana Medical Center, located approximately 3.2 miles northwest.

4.5.14 TRANSPORTATION

Existing Roadway Network

The existing roadway network in the vicinity of the Project site includes the following:

- **Interstate 10.** The Interstate (I) 10 provides regional access to the Project site and is located approximately 0.9 mile north of the Project site and accessible via the Citrus Avenue interchange. In this location, the freeway consists of four lanes in both directions. From Citrus Avenue, the I-10 connects to I-15 approximately 5 miles to the west and State Route (SR) 215 approximately 14 miles east.
- **Interstate 15.** The Interstate (I) 15 provides regional access to the Project site and is located approximately 5 miles west of the Project site and accessible via the Jurupa Avenue interchange. In this location, the freeway consists of four lanes in both directions.
- **Citrus Avenue.** Primary access to the Project site from I-10 is provided by Citrus Avenue, which is a north-south roadway that is identified as a primary highway by the City's General Plan in the vicinity of the Project site. Citrus Avenue has four lanes of travel and Class II bike lane north of Santa Ana Avenue in both directions. A Class II bike lane is provided by a stripe on the pavement.
- **Santa Ana Avenue.** Santa Ana Avenue is a four-lane east-west roadway, mostly lined with landscaped sidewalks, that is to the north of the project site. Santa Ana Avenue connects the streets adjacent to the Project site to Citrus Avenue, the primary access street to the I-10. The roadway is identified as a secondary highway by the City's General Plan.
- **Catawba Avenue.** Catawba Avenue is a two-lane north-south roadway, designated as a collector street in the General Plan. The roadway is adjacent to the east side of the Project site. Portions of the roadway are developed with landscaped sidewalks. No sidewalks currently exist adjacent to the Project site.
- **Poplar Avenue.** Poplar Ave is a north-south roadway adjacent to the Project site, designated as a secondary highway in the General Plan. Poplar Avenue is a four-lane roadway, with the northbound lanes merging into one lane near to the project site. Portions of the roadway are developed with landscaped sidewalks. No sidewalks currently exist adjacent to the Project site.
- **Rose Avenue.** Rose Avenue is a local roadway that currently bisects the Project site.
- **Jurupa Avenue.** Jurupa Avenue is an east-west six lane divided roadway with a landscaped median that is located to the south of the Project site. Jurupa Avenue is identified as a Modified Major Highway by the City's General Plan and connects to I-15 that is approximately 5-miles west of the site. Jurupa Avenue is identified as a primary highway in the City's General Plan.

Existing Truck Routes

Truck routes in the Project vicinity include Santa Ana Avenue to the north, Citrus Avenue to the east, Jurupa Avenue to the south, and Beech Avenue to the west.

Existing Site Access

Access to the Project site is provided by Poplar Avenue to the west and Catawba Avenue to the east, both of which connect to Rose Avenue that bisects the Project site.

Existing Transit Service

OmniTrans provides bus service in the City. The closest route is along Jurupa Avenue, which is served by Route 82 that runs along Milliken Avenue, Jurupa Avenue, and Citrus Avenue; with stops at Victoria Gardens, Kaiser High School, and Summit High School. The closest bus stop to the Project site is located 0.25 mile south at the intersection of Poplar Avenue and Jurupa Avenue.

Existing Bicycle and Pedestrian Facilities

Citrus Avenue has Class II bicycle lanes north of Santa Ana Avenue in both directions. The City's General Plan identifies proposed Class II bicycle lanes along Poplar Avenue adjacent to the project and Santa Ana Avenue to the north. Sidewalks currently exist on both Polar Avenue and Catawba Avenue except for the area adjacent to the Project site. Sidewalks also line most of both sides of Santa Ana Avenue as well as Jurupa Avenue.

Existing Vehicle Miles Traveled

The San Bernardino County Transportation Authority (SBCTA) provides VMT data for each of its member agencies and for the County of San Bernardino region via its San Bernardino Transportation Analysis Model (SBTAM). The SBTAM identifies a baseline VMT per service population value, which calculates the number of daily vehicles miles traveled by each member of the "service population," which includes area employees and residents. The baseline VMT for San Bernardino County is 17.1 VMT per employee.

4.5.15 TRIBAL CULTURAL RESOURCES

Native American Tribes

The Project is within the traditional use territories of the Gabrielino and Serrano people. The prehistoric setting discussion begins at the Paleo Indian Period (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period include mortar and pestle, dart points, and arrow points.

At approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

The Cultural Resources Assessment identified two prehistoric resources within one half mile of the Project site. These prehistoric resources include a prehistoric habitation site and artifact scatter and a prehistoric isolate scatter. None of the archaeological resources are within the Project site.

Based on historical aerials, the Project site was used agriculturally as early as the 1930s. By 1948, the Project site was in the process of being cleared and developed for rural residential use which continued

throughout the twentieth century. The Project site is currently entirely developed with 41 individual residential parcels 40 of which are developed with residences with associated detached garages, sheds, and other ancillary structures. The Cultural Resources Study identified 33 historic-era structures within the Project site located at 11005-11093 Poplar Avenue, 15731-15878 Rose Avenue, and 11006-11098 Catawba Avenue (BFSA 2022a). However, results of the historic structure evaluation determined that the structures at 11005-11093 Poplar Avenue, 15731-15878 Rose Avenue, and 11006-11098 Catawba Avenue properties do not qualify for designation under the Fontana Local Register and do not meet the definition of a historical resource under the CRHR or pursuant to CEQA Guidelines § 15064.5 (Urbana 2022). The Project site is not listed on the NAHC Sacred Lands File.

4.5.16 UTILITIES AND SERVICE SYSTEMS

Water Supply and Demand

The Project site is located within the water service area of the Fontana Water Company (FWC), which provides retail water service to an area of approximately 52 square miles in San Bernardino County. FWC's service area boundaries include most of Fontana, portions of Rialto and Rancho Cucamonga, and unincorporated areas of San Bernardino County.

FWC participates in the San Gabriel Valley Water Company Fontana Water Company Division Urban Water Management Plan (2020). This Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated water supplies and demands for the next 20 years for the region that FWC services including most of the City of Fontana, portions of the Cities of Rialto and Rancho Cucamonga and unincorporated areas of San Bernardino County.

Currently, there is an existing 6-inch domestic water line located in Rose Avenue and an existing 4-inch domestic water line in Poplar Avenue. The existing 6-inch domestic water line within Rose Avenue is to be abandoned. The Project would install new 3-inch water lines that would connect to the existing 4-inch water line in Poplar Avenue.

FWC has four sources of water supply: groundwater pumped from FWC-owned and operated wells from the underlying Chino Basin, Rialto-Colton/No Man's Land Basins, and Lytle Basin; local surface water diverted from Lytle Creek, treated at the Summit Plant; untreated, imported surface water from the State Water Project (SWP) purchased from the Inland Empire Utilities Agency (IEUA) and San Bernardino Valley Municipal Water District (SBVMWD), treated at the Summit Plant; and recycled water purchased from IEUA. In 2020, the FWC obtained the majority of its water supply from non-desalinated groundwater in the Chino Basin.

The 2045 projections anticipate that approximately 35 percent of supply would be from purchased or imported water, approximately 50 percent would be from groundwater, approximately 9 percent from surface water, and approximately 6 percent from recycled water.

Projected demands for FWC were developed using populations projections and recent per capita water use for FWC's service area. Using SB X7-7's method (80 percent of base daily per capita water use), daily average water use was divided by the service area population to obtain baseline and target GPCD. Growth rates were based on a forecast of future population prepared by the Southern California Association of Governments (SCAG). Further, FWC selected a baseline demand of 165 gallons per capita per day (GPCD) to project future water demands from 2025 through 2045. According to the UWMP, FWC has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand

through 2045 with projected population increases and accompanying increases in water demand if conservation measures are implemented as expected.

Groundwater: FWC produces potable groundwater from three basins: the Chino Basin, the Rialto-Colton Basin and the Lytle Basin, all of which are subbasins of the Upper Santa Ana Valley Basin. The Chino Basin, (Basin Number 8-2.01) contains 235 square miles of the upper Santa Ana River, from which FWC sources most of its water. FWC currently receives groundwater from 12 active wells in the Chino Basin at a pumping capacity of 23,123 gallons per minute (gpm). Additionally, the FWC produces water from seven active wells in the Rialto-Colton Basin (Basin Number 8-2.04) with a pumping capacity of 4,659 gpm and from ten active wells in the Lytle Basin at a current pumping capacity of 9,440 gpm.

Purchased or Imported Water: FWC purchases untreated, imported water from both IEUA and San Bernardino Municipal Water District (SBVMWD) for non-potable uses. Untreated imported SWP water purchased from IEUA is sourced by the Metropolitan Water District of Southern California (MWD) which is then treated at FWC's Summit Plant. The Summit Plant receives SWP water from IEUA through MWD's Rialto Pipeline via a 30-inch turnout/raw water line to the energy dissipation facility located at the northwest corner of the Summit Plant.

FWC's current SWP allocation with IEUA is 10,000 AFY, with additional carryover water available on a year-to-year basis. FWC obtained 10,027 AF of water in 2020. This current allocation will expire on December 31, 2024. However, FWC will request a new allocation of 15,000 AFY of SWP water from IEUA when the allocation is renewed for the Summit Plant Expansion in 2025.

Untreated, imported SWP water purchased from SBVMWD is treated at FWC's Summit Plant. SBVMWD is an independent SWP contractor with a service area covering approximately 353 square miles in southwestern San Bernardino County. Since a portion of FWC's service area is within SBVMWD's service boundary, FWC can receive imported untreated SWP water to serve the designated service area via a 14 cubic feet per second connection. However, FWC has not received any water from SBVMWD from 2016 to 2020.

Recycled Water: FWC sources recycled water from the IEUA. IEUA operates four Regional Water Recycling Plants (RPs), including RP-1, RP-4, RP-5, and the Carbon Canyon Water Recycling Facility (CCWRF) which treat wastewater within IEUA's overall service area. The Regional Water Recycling Plant that treats local wastewater generated by the City of Fontana is RP-4 and is located in the City of Rancho Cucamonga. On average, RP-4 treats approximately 10 MGD of wastewater and is operated in conjunction with RP-1 to provide recycled water to customers.

Recycled water can be used for groundwater recharge and storage and for irrigation or other approved industrial processes. FWC's recycled water supply is expected to increase since FWC established an agreement with the City of Fontana for the direct use of recycled water in the southern portion of FWC's service area known as IEUA's 1158 Zone. This agreement, known as the 1158 Zone Recycled Water Project, is expected to provide up to approximately 2,000 AFY of recycled water to schools, parks, and commercial customers in the City of Fontana. The 1158 Zone Recycled Water Project began delivering recycled water to customers in late 2016. Additional facilities are required to accept delivery of recycled water from IEUA for delivery to FWC's customers in other portions of the City of Fontana.

In addition, the City of Fontana is entitled to use up to approximately 12,000 AFY of tertiary treated recycled water as part of an existing agreement with IEUA. In 2020, FWC signed an agreement with the City of Fontana to purchase its balance of tertiary treated recycled water recharged into the Chino Basin by IEUA. The recharge will offset FWC's replenishment obligation, when available.

Surface Water: FWC has the right to divert and pump groundwater up to a maximum of 50,400 AFY out of the Lytle Creek Region. This allotted amount includes up to 36,200 AFY of allowable combined surface and groundwater extractions to augment deficiencies in surface water diversions (UWMP 2020).

As shown in Table 5.16-2, it is projected that approximately 4,860 AFY will be available from Lytle Creek in normal years for the next 25 years. However, Lytle Creek surface water supplies have the potential to be reduced by as much as 83 percent future single-dry or multiple dry years.

Water Infrastructure

The Project site is currently served by the FWC water utility and would connect to the existing water infrastructure. In addition, the existing 6-inch domestic water line within Rose Avenue would be abandoned and the Project would install new 3-inch water lines that would connect to the existing 4-inch water line along Poplar Avenue.

Wastewater

FWC provides wastewater collection, treatment, and recycled water services throughout its service area, including to the Project site. Treatment services in FWC's area are provided by both the IEUA and the City of Rialto. The City of Rialto services only the portion of FWC's service area located in the City of Rialto. Therefore, the City of Fontana, which includes the Project area receives treatment services only from the IEUA. IEUA operates four Regional Water Recycling Plants (RPs) within its service area including RP-1, RP-4, RP-5, and the Carbon Canyon Water Recycling Facility (CCWRF) which treat wastewater and recycled water within IEUA's overall service area. The four RP's have a combined capacity of 86 MGD which is equivalent to 96,396 AFY (UWMP 2020). RP-4, located in the City of Rancho Cucamonga is the designated plant to treat wastewater generated by the City of Fontana. In 2020, RP-4 collected and treated approximately 13,807 AFY of wastewater from the City of Fontana (UWMP 2020). On average, RP-4 treats approximately 10 million gallons per day and has a capacity to treat 14 million gallons per day (UWMP 2020).

The Project would install new 8-inch sewer lines to connect to the existing 8-inch sewer lines in Poplar Avenue and Catawba Avenue that would serve the Project site. A sewer lift station is also proposed in the northwest portion of the site.

Drainage

Topographically, the Project site is relatively flat with an elevation of 1,003 feet above mean sea-level to 1,023 feet above mean sea-level with no areas of significant topographic relief. The existing site is developed as a residential neighborhood. The residential area north of Rose Avenue drains southerly towards Rose Avenue. Runoff from Rose Avenue is then conveyed along Rose Avenue towards Poplar Avenue via overland flow. Flows are collected via curbs and gutters and discharged into the existing 72-inch storm drain within Poplar Avenue. The residential area south of Rose Avenue drains northeast to southwest and into a drainage ditch immediately south of the Project site within the adjacent property.

Solid Waste

The City of Fontana is currently served by Burrtec Waste Industries for solid waste and recycling services. Solid waste generated by the Project would be disposed of at the Mid-Valley Sanitary Landfill, located approximately 8.9 roadway miles from the site in Rialto. The Mid-Valley Sanitary Landfill has a current remaining capacity of 61,219,377 tons. The Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste and is permitted to operate through April 2045. In 2021, the average tonnage received was 2,289 tons per day.

Dry Utilities

Electricity: Electricity is provided to the Project by SCE. SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. According to SCE's 2021 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases power from independent power producers and utilities, which includes out-of-state providers.

Natural Gas: Natural gas would be provided to the Project by the Southern California Gas Company (SoCal Gas).

Telecommunications: Telecommunications would be provided to the Project by AT&T.

REFERENCES

Brian F. Smith and Associates, Inc. A Cultural Resources Study for the Poplar South Distribution Center Project. 5 August 2022. (BFSa 2022a). Appendix E.

Brian F. Smith and Associates. "Paleontological Assessment for the Poplar South Distribution Center Project." 5 August 2022. (BFSa 2022). Appendix H.

California Department of Transportation (Caltrans). California State Scenic Highway System Map. 2018. Accessed: 9 January 2022. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

California Energy Commission. "2022 Title 24 Building Energy Standards" (CEC 2022). Accessed: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>

California Gas and Electric Utilities. 2022 California Gas Report (CEU). Accessed: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf

CalRecycle. 2022. SWIS Facility/Site Activity Details - Mid-Valley Sanitary Landfill (36-AA 0055) Accessed: <https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/2662>

City of Fontana General Plan. Accessed: 9 January 2023. <https://www.fontana.org/DocumentCenter/View/28271/Complete-Documents-11-13-2018>

City of Fontana General Plan Final Program Environmental Impact Report. Accessed: 9 January 2023. <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

City of Fontana. Police Department Annual Report 2021. Accessed: 16 January 2023. <https://www.fontana.org/DocumentCenter/View/37288/ANNUAL-REPORT-2021>

Edison International 2021 Annual Report (SCE 2021). Accessed: <https://s3.amazonaws.com/cms.ipressroom.com/405/files/202210/2021-eix-sce-annual-report.pdf>

Fontana Police Department. Accessed: 04 January 2023. <https://www.fontana.org/112/Police-Department>

Fontana Unified School District. Accessed: 04 January 2023. <https://www.fusd.net/>

Fontana Water Company. 2020 Urban Water Management Plan. Accessed: <https://www.fontanawater.com/wp-content/uploads/2021/10/FWC-2020-UWMP-June-2021-Final.pdf>

Hazard Management Consulting. "Phase I Environmental Site Assessment." 31 January 2022. Appendix I.

Hernandez Environmental Services. "General Biological Assessment for Assessor's Parcel Numbers 0237-171-01 through-19, 0237-172-01 through -12, -19, -22, -23, -26, through -28, and -30 through -33." August 2022. Appendix C.

Ramirez, Rico. "Arborist Study and Tree Protection Plan" January 2023. Appendix D.

San Bernardino County Fire Department. Accessed: 04 January 2023: <https://sbcfire.org/>

San Bernardino County Library. Accessed: 04 January 2023. <https://sbclib.org/>

San Bernardino County Sheriff's Department. Accessed: 24 January 2023. <https://wp.sbcounty.gov/sheriff/patrol-stations/fontana/>

SCAG. 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (SCAG 2020). Accessed 16 January 2023. <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>.

Southern California Geotechnical. "Geotechnical Investigation Proposed Warehouse, Poplar Avenue, South of Santa Ana Avenue Fontana, California for Seefried Industrial Properties, Inc." 11 February 2022 (SCG 2022). Appendix G.

Southwest Industrial Park Specific Plan (City of Fontana, 2012). Accessed: 9 January 2023. <https://www.fontana.org/DocumentCenter/View/29312/Southwest-Industrial-Specific-Plan---Combined-Document>

Southwest Industrial Park Specific Plan Environmental Impact Report (City of Fontana, 2011). Accessed: 9 January 2023. <https://www.fontana.org/DocumentCenter/View/36382/SWIP-Public-Review-Draft-Program-EIR>

US Census Bureau. Accessed: 04 January 2023. <https://www.census.gov/quickfacts/fact/table/fontanacitycalifornia/PST045221>

5.0 Environmental Impact Analysis

Chapter 5 examines the environmental setting of the Project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area that was determined to need further study in the Draft EIR through the NOP review and comment process (see Appendix A). Environmental issues and their corresponding sections are:

5.1 Aesthetics	5.9 Hydrology and Water Quality
5.2 Air Quality	5.10 Land Use and Planning
5.3 Biological Resources	5.11 Noise
5.4 Cultural Resources	5.12 Population and Housing
5.5 Energy	5.13 Public Services
5.6 Geology and Soils	5.14 Transportation
5.7 Greenhouse Gas Emissions	5.15 Tribal Cultural Resources
5.8 Hazards and Hazardous Materials	5.16 Utilities and Service Systems

This Draft EIR evaluates the direct and indirect impacts resulting from the planning, construction, and operations of the Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts and may limit discussion of other impacts to a brief explanation of why the impacts are not significant.

Format of Environmental Topic Sections

Each environmental topic section generally includes the following main subsections:

- **Introduction:** This describes the purpose of analysis for the environmental topic and referenced documents used to complete the analysis. This subsection may define terms used.
- **Regulatory Setting:** This subsection describes applicable federal, state, and local plans, policies, and regulations that the Project must address and may affect its implementation.
- **Environmental Setting:** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Thresholds of Significance:** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.” The thresholds of significance used to assess the significance of impacts are based on those provided in Appendix G of the CEQA Guidelines.
- **Methodology:** This subsection provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.
- **Environmental Impacts:** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
 - A statement of the CEQA threshold being analyzed.
 - The Draft EIR’s conclusion as to the significance of the impact.
 - An impact assessment that evaluates the changes to the physical environment that would result from the Project.

- An identification of significance comparing identified impacts of the Project to the significance threshold with implementation of existing regulations, prior to implementation of any required mitigation.
- **Cumulative Impacts:** This subsection describes the potential cumulative impacts that would occur from the Project's environmental effects in combination with other cumulative projects (See Table 4-10).
- **Existing Regulations and Regulatory Requirements.** A list of applicable laws and regulations that would reduce potentially significant impacts.
- **Level of Significance Before Mitigation.** A determination of the significance of the impacts after the application of applicable existing regulations and regulatory requirements.
- **Mitigation Measures.** For each impact determined to be potentially significant after the application of applicable laws and regulations, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
 - avoid a significant impact;
 - minimize the severity of a significant impact;
 - rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
 - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the Project; and/or
 - compensating for the impact by replacing or providing substitute resources or environmental conditions.
- **Level of Significance after Mitigation.** This section provides the determination of the impact's level of significance after the application of regulations, regulatory requirements, and mitigation measures.

Cumulative Impacts

Cumulative impacts refer to the combined effect of the proposed Project's impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in the CEQA Guidelines Section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." The CEQA Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the proposed project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts.

According to Section 15355 of the CEQA Guidelines,

'Cumulative impacts' refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.

- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Therefore, the cumulative discussion in this Draft EIR focuses on whether the impacts of the proposed Project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects. Additionally, pursuant to the CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all Project impacts that are evaluated within this Draft EIR.

CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of the following, or a reasonable combination of the two:

- A list of past, present and probable future projects producing related or cumulative impacts, including those projects outside the control of the lead agency; or
- A summary of projections contained in an adopted local, regional, or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

The cumulative analysis for air quality, greenhouse gas emissions, and transportation relies on projections contained in adopted local, regional, or statewide plans or related planning documents, such as Southern California Regional Transportation Plan, Southern California Association of Governments (SCAG) growth projections, and the San Bernardino County Transportation Analysis Model (SBTAM). The cumulative analyses for other environmental issues use the list of projects approach.

Different types of cumulative impacts occur over different geographic areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for cumulative analysis of aesthetic resources, for which cumulative impacts are limited to project area viewsheds. Thus, in assessing aesthetic resources impacts, only development within and immediately adjacent to the Project area would contribute to a cumulative visual effect is analyzed, whereas cumulative transportation impacts are based upon annual growth projections and the other proposed and/or foreseeable development within the traffic study area of roadways and intersections. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope, and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by each agency, and Figure 5-1 shows the locations.

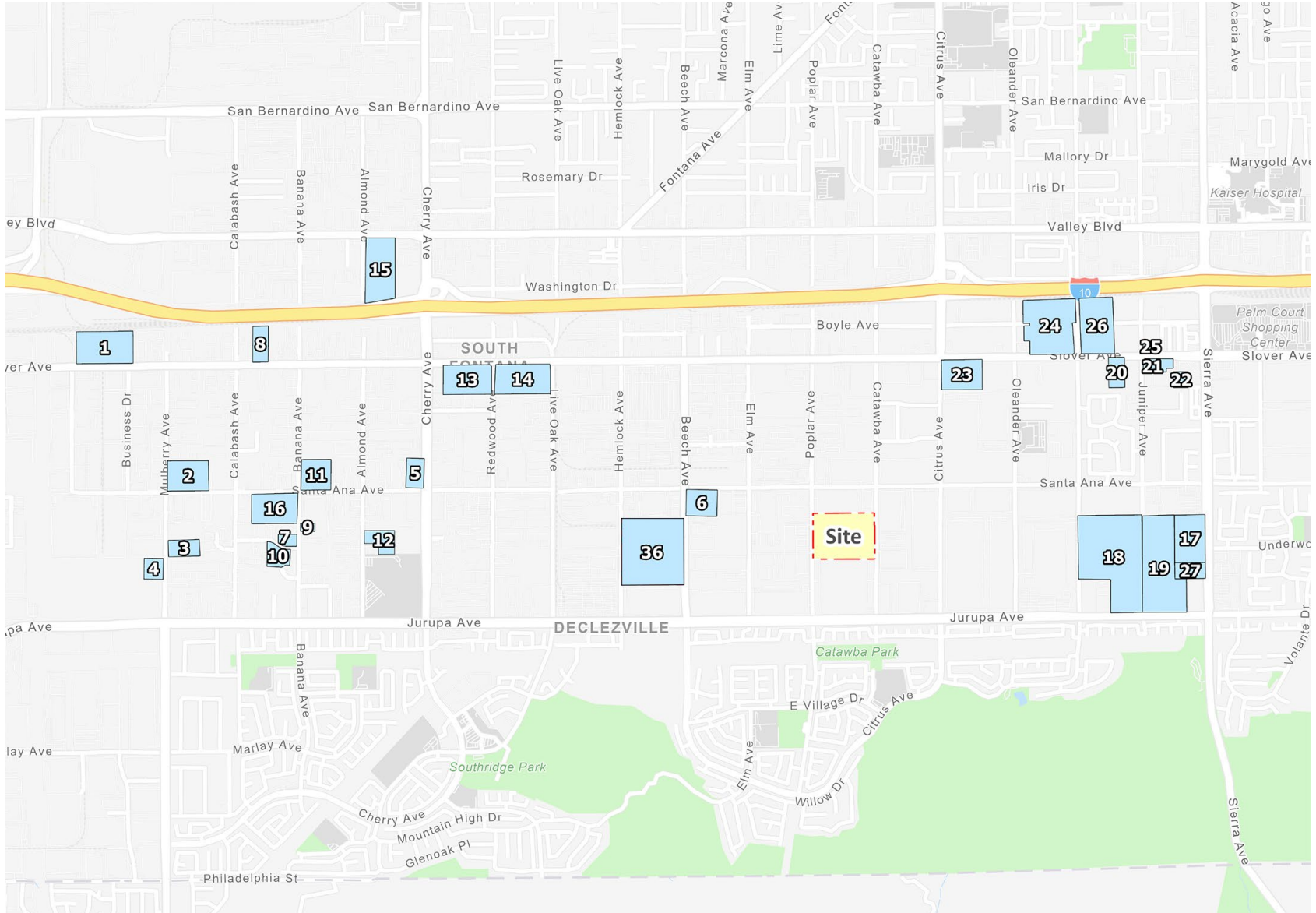
Table 5-1. Cumulative Projects List

#	Project	Land Use	Quantity
1	Fontana Corporate Center	Warehouse	355.370 TSF
2	Fontana Trailer Storage Yard	Truck Trailer Storage Yard	17.4 AC
3	MG Home International Warehouse	Warehouse	15.570 TSF
4	Calabash Industrial Building	Warehouse	64.692 TSF
5	Cherry Av. Warehouse	Warehouse	174.280 TSF
6	Beech & Santa Ana Warehouse	Warehouse	174.000 TSF
7	Banana & Rose	Warehouse	85.730 TSF
8	MCN No. 19-040	Warehouse	106.500 TSF
9	MCN No. 21-074	Warehouse	42.000 TSF
10	TPM No. 20236 (MCN No. 20-040)	Warehouse (2 Buildings)	158.223 TSF
11	MCN No. 19-094	Warehouse	192.000 TSF
12	MCN No. 19-057	Warehouse	146.800 TSF
13	Slover and Redwood Industrial	Truck Trailer Storage Yard	5.1 AC
14	14801 Slover Avenue Warehouse	Warehouse	308.211 TSF
15	MCN No. 21-049	Warehouse	210.400 TSF
16	Banana and Santa Ana Warehouse	Warehouse	299.041 TSF
17	Chaffey College - Fontana	Junior/Community College	854 STU
18	GLC Fontana III	Warehouse	362.416 TSF
		High-Cube Cold Storage Warehouse	90.604 TSF
19	Fontana Foothills	High-Cube Warehouse / Distribution	754.408 TSF
20	Slover Industrial Center	High-Cube Warehouse (Cold Storage)	20.421 TSF
		Warehousing	115.719 TSF
21	La Quinta Inn	Hotel	104 Room
22	Townplace Suites	Hotel	116 Room
23	Citrus / Slover Warehouse (SEC of Citrus Av. & Slover Av.)	Warehousing	194.212 TSF
24	Cypress and Slover Warehouse	High-Cube Warehouse (Cold Storage)	156.365 TSF
		High-Cube Fulfillment Center	469.095 TSF
25	Slover Avenue Office/Warehouse	Warehouse	41.000 TSF
26	Sierra Business Center	High-Cube Warehouse Fulfillment Center (Sort)	707.735 TSF
27	Affordable Housing Project	Affordable Homes	130 DU
28	The Heights at Southridge	Single Family Detached Residential	255 DU
29	Southridge Dog Park	Dog Park	0.53 AC
30	Elm Warehouse	Warehousing	88.619 TSF
31	Boyle Industrial	Warehousing	126.655 TSF
32	Clover Industrial	Warehousing	148.028 TSF
33	16025 Slover Avenue Warehouse	High-Cube Fulfillment Center	400.000 TSF

34	Catawba & Aliso Industrial	Warehousing	14.955 TSF
35	James Hardie Development	Research and Development	200.600 TSF
36	Hemlock Warehouse	Warehousing	220.500 TSF
37	First Industrial Catawba Warehouse	Warehousing	18.467 TSF
38	Jurupa and Citrus Warehouse	Warehousing	77.558 TSF
39	CHI Fontana Citrus	Warehousing	174.888 TSF
40	Santa Ana Ave. Industrial Development	Warehousing	554.300 TSF
41	Fontana Business Center 2	Warehousing	40.800 TSF
42	SWC Slover and Cherry	Warehousing	165.400 TSF
43	Cherry and Valley Retail Center	Coffee Shop with Drive-Thru	2.500 TSF
		Automobile Parts Store	7.381 TSF
44	Hemlock Warehouse	Warehousing	220.500 TSF

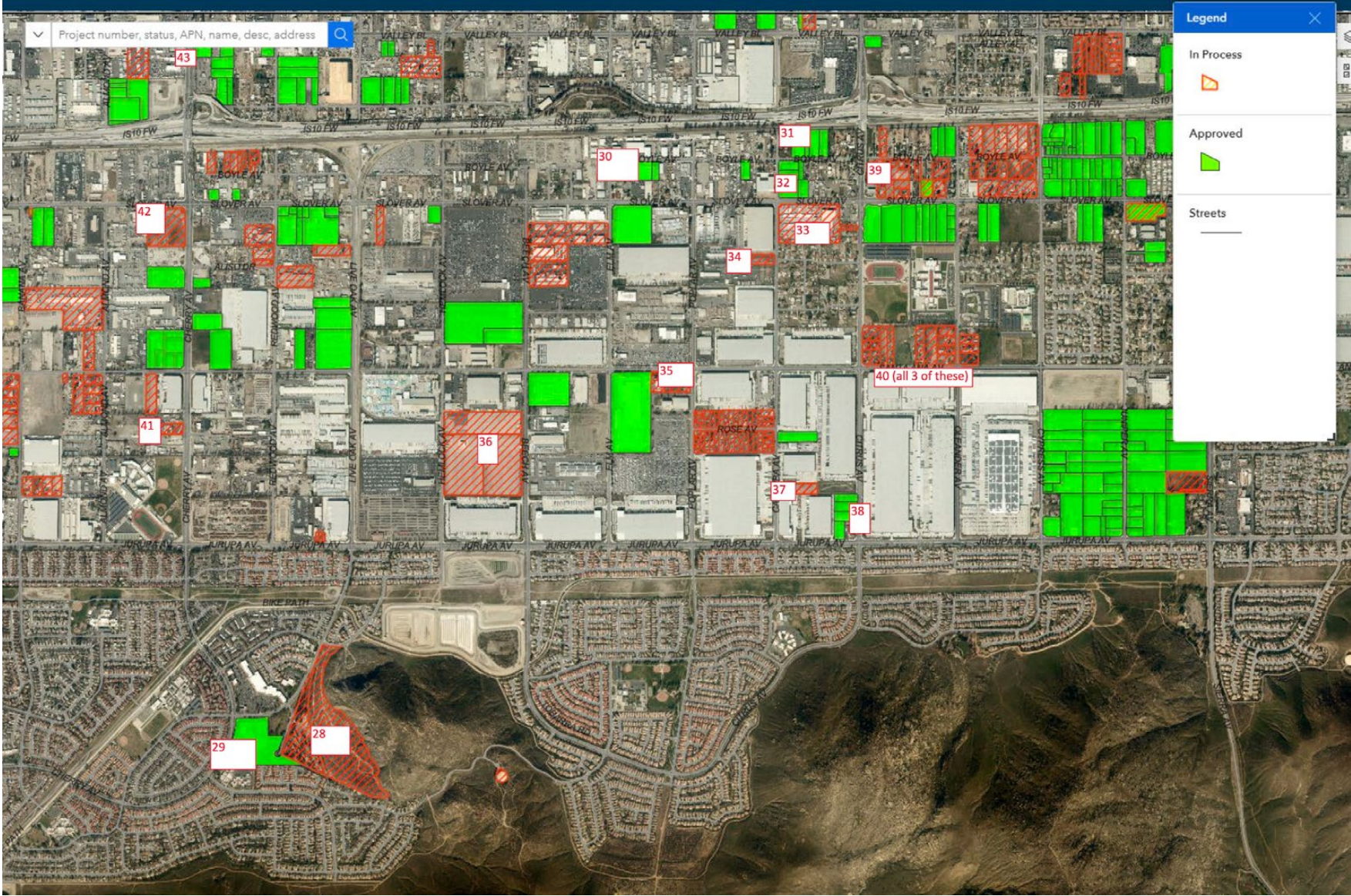
This page is intentionally left blank.

Cumulative Projects Map



This page is intentionally left blank.

Cumulative Projects Map



Poplar South Distribution Center
City of Fontana

Figure 5-1b

Impact Significance Classifications

The below classifications are used throughout the impact analysis in this Draft EIR to describe the level of significance of environmental impacts. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines.

- **No Impact.** The Project would not change the environment.
- **Less Than Significant.** The Project would not cause any substantial, adverse change in the environment.
- **Less Than Significant with Mitigation Incorporated.** The Draft EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and Unavoidable.** The Project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the visual setting and aesthetic character of the Project site and evaluates the potential for the Project to impact scenic vistas, the visual character and quality of the Project sites, and cause light, and glare impacts. The analysis focuses on changes that would be seen from public viewpoints and provides an assessment of whether aesthetic changes from Project implementation would result in substantially degraded aesthetic conditions. Descriptions of existing aesthetic/visual conditions are based, in part, on site visits by the consulting team, analysis of aerial photography (Google Earth Pro 2020), and the Project application materials, such as the site plan, building elevations, and landscape plan, submitted to the City of Fontana described in Section 3.0, Project Description, of this EIR. This section is also based, in part, on the following documents and resources:

- *California Department of Transportation (Caltrans) Scenic Highway Mapping System* (Caltrans 2018).
- *City of Fontana General Plan Update 2015-2035*, Adopted November 2018
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report*, Certified November 2018
- *City of Fontana Code of Ordinances*
- *Southwest Industrial Park Specific Plan*, Adopted June 2012
- *Southwest Industrial Park Specific Plan Environmental Impact Report*, Certified October 2011

Aesthetics Terminology

- **Aesthetic Resources** include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that provide an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.
- **Scenic Resources** are visually significant hillsides, ridges, water bodies, and buildings that are critical in shaping the visual character and scenic identity of the area and surrounding region.
- **Scenic Vistas** are defined as panoramic views of important visual features, as seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.

Visual Character broadly describes the unique combination of aesthetic elements and scenic resources that characterize a particular area. The quality of an area's visual character can be qualitatively assessed considering the overall visual impression or attractiveness created by the particular landscape characteristics. In urban settings, these characteristics largely include land use type and density, urban landscaping and design, architecture, topography, and background setting.

5.1.2 REGULATORY SETTING

5.1.2.1 Federal Regulations

There are no federal regulations concerning aesthetic impacts that are applicable to the Project.

5.1.2.2 State Regulations

California State Scenic Highways

In 1963, the State Legislature established the California Scenic Highway Program through Senate Bill 1467. The purpose of the program is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Scenic corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way, and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries. Scenic highways are classified as either Officially Designated or Eligible for designation and Caltrans maintains the lists of these highways. (Caltrans, 2021)

There are no officially designated scenic road or highway corridors within or adjacent to the Project site, or within the larger City of Fontana (Caltrans, 2021).

5.1.2.3 Local Regulations

Fontana General Plan

The Fontana General Plan contains the following policies related to aesthetics that are applicable to the Project:

Conservation, Open Space, Parks and Trails Element

Goal 1 Fontana continues to preserve sensitive natural open space in the foothills of the San Gabriel Mountains and Jurupa Hills.

Policy

- Consider permanent protection for sensitive foothills through potential partnerships with conservation organizations or acquisition and deed restrictions.

Southwest Industrial Park Specific Plan

The SWIP SP includes the following objectives and policies related to aesthetics and the proposed Project:

Objective LU-4 Incorporate modulated building volumes, mass, height, and articulated facades to create spaces suitable for industrial development throughout the SWIP Specific Plan Area.

Objective D-4 Prepare design guidelines as a tool to facilitate exemplary and innovative design; promote development that is compatible with the surrounding environment; serve as a resource of ideas for project applicants; and perform as an objective reference for City review of project applications.

City of Fontana Municipal Code

Sec. 30-426 - Land use compatibility. The site and design of a project shall recognize that conflicts between abutting or nearby land uses can arise due to such factors as the operating characteristics of an existing use, hazards posed by a use, or the physical orientation of a building. On a citywide scale, the General Plan land use map establishes a pattern of land use designed to minimize land uses conflicts. At the project level, the features described in this section should be incorporated into a project as appropriate to ensure the compatibility of different land uses.

Sec. 30-544 – Light and glare. All lights shall be directed and/or shielded to prevent the light from adversely affecting adjacent properties. No structure or lighting feature shall be permitted which creates

adverse glare. A photometric plan shall be provided that indicates the amount of light emanating from the proposed/existing light fixtures.

5.1.3 ENVIRONMENTAL SETTING

Aesthetic resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that impart an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Project site is located within the SWIP SP. Per the SWIP SP Environmental Impact Report (EIR), the SWIP SP aims to preserve regionally significant scenic vistas and natural features, including the Jurupa Mountains to the south as well as the San Gabriel and San Bernardino Mountains to the north (City of Fontana, 2011). The City of Fontana General Plan describes that in addition to scenic corridors, scenic resources include distant views that provide visual relief from less attractive views of nearby features. As discussed in the General Plan, other designated federal and state lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

The Project is located in a developed area with multiple industrial developments in each direction. According to the General Plan, the surrounding foothills are visible from Jurupa Avenue. Views of the surrounding foothills are available from public vantage points on traveling north to south on Poplar Avenue and Catawba Avenue. However, there are no scenic vistas within the Project vicinity.

State Scenic Highway

There are no officially designated state scenic highways in the vicinity of the proposed Project (Caltrans 2022). The closest Officially Designated State Scenic Highway is State Route 30 near Highlands, approximately 15 miles east from the Project site. Likewise, there are no County-designated scenic highways that run through the Project vicinity.

Visual Character of the Project Site

The Project site is currently zoned Residential Trucking District (RTD), which allows for single-family residential uses which are utilized to a great extent for home-based trucking/heavy equipment business. RTD areas lack any significant visual resources or unique aesthetic characteristics. The Project site consists of 40 residential homes and storage lots that are used for truck trailer storage.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the Project site consists primarily of industrial warehouses and industrial uses. There is no consistent architectural or visual theme within the surrounding area.

The parcels adjacent to the Project site directly north, south and east contain large industrial buildings. There is also a car dealership located to the west across Poplar Street.

Light and Glare

The Project site is currently developed with 40 residences and includes minimal sources of nighttime lighting associated with residential use (interior lighting, landscape lights, and intermittent lighting from vehicles utilizing Rose Avenue). However, the Project site is surrounded by sources of nighttime lighting that includes streetlights along Poplar Street, illumination from vehicle headlights, offsite exterior lighting, and interior

illumination passing through windows. Sensitive receptors relative to lighting and glare include motorists passing through the Project area.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by building and vehicle windows reflecting light. The nearest occupied residences are located approximately 0.3 mile to the north, south of Jurupa Avenue.

5.1.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- AE-1 Have a substantial adverse effect on a scenic vista; or
- AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or
- AE-3 In nonurbanized 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?; or
- AE-4 Create new sources of substantial light or glare, which would adversely affect day or nighttime views in the area.

5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the Project site and surrounding areas and the changes that would occur from Project implementation. The significance determination for scenic vistas is based on whether the vista can be viewed from public areas within or near the Project site and the potential for the Project to either hinder views of the scenic vista or result in its visual degradation. The evaluation of aesthetic character identifies the Project's development characteristics and its expected appearance, and compares it to the site's existing appearance and character, and to the character of adjacent existing and future planned uses to determine whether and/or to what extent a degradation of the visual character of the area could occur (considering factors such as the blending/contrasting of new and existing buildings given the proposed uses, density, height, bulk, setbacks, signage, etc.).

The analysis of light and glare identifies light-sensitive land uses and describes the Project's proposed light and glare sources, and the extent to which Project lighting could spill off the Project site onto adjacent existing and future light-sensitive areas. The analysis also considers the potential for sunlight to reflect off building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles or other activities.

5.1.6 ENVIRONMENTAL IMPACTS

IMPACT AE-1: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

Less than Significant Impact. The City's General Plan identifies the Jurupa Mountains are considered a dominant scenic feature for the City. The only scenic vista cited in the SWIP SP is located 0.73 miles south of the Project site and is identified as views of the Jurupa Mountains, landscaped medians and parkway features on the south side of Jurupa Ave. Public views are those that are experienced from a publicly accessible vantage point. Public views of the Jurupa Mountains are visible to vehicles and pedestrians

traveling north to south on Catawba Avenue and Poplar Avenue. The views are interrupted by existing vegetation, residential and industrial buildings, landscaping, streetlights and utility poles.

The Project site is currently developed with single family residential homes, one story in height, which typically range from 10 to 15 feet. The setbacks are consistent with the RTD designation within the SWIP SP, which requires a minimum front yard setback of 25 feet. Existing residential lots include trees and vegetation that extend over the single family residences, partially obstructing existing views of the mountains from Rose Avenue. The Project would develop an industrial warehouse building that would be 51 feet tall and would be set back from the adjacent streets so as not to encroach into the existing public long-distance views. The proposed Project has a minimum landscaped setback of 20 feet along Catawba Avenue and Poplar Avenue. In addition, the Project would also install a 6 foot-wide sidewalk and additional 20 foot-wide street landscaping. The total building setback from the Catawba Avenue and Poplar Avenue right of way would be 26 feet, which is greater than the existing residential setbacks. Further, the existing electrical utilities along the Project frontage would be undergrounded as part of the Project. The proposed building height, massing, setbacks, new sidewalks and layered landscaping along Catawba Avenue and Poplar Avenue is consistent with surrounding industrial development and would ensure that public views of the Jurupa Mountains remain visible to vehicles and pedestrians traveling north to south. The building would be a similar height to surrounding industrial buildings in the area, which continue to provide long range views of the surrounding foothills. Thus, future long range views of the Jurupa Mountains would be consistent with existing conditions and views would continue to be available from public vantage points on surrounding streets. Therefore, the Project has a less than significant impact on any scenic vistas in the area.

IMPACT AE-2: WOULD THE PROJECT 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 currently developed with single family residences, many of which are used for truck trailer storage. There are no officially designated state scenic highways in the vicinity of the Project (Caltrans 2022). The closest Officially Designated State Scenic Highway is State Route 30 near Highlands, approximately 15 miles east from the Project site. Likewise, there are no City-designated scenic highways that run through the Project vicinity. Therefore, the Project would not substantially damage scenic resources within a state scenic highway and there would be no impact.

IMPACT AE-3: WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?

Less than Significant Impact. The Project site is located in an urban area surrounded by industrial uses. The Project site has a General Plan land use designation of Residential Trucking (R-T) as shown in Figure 3-4, *Existing General Plan Land Use*. The Project is within the City's SWIP SP zone and is designated RTD in the SWIP SP as shown in Figure 3-6, *Existing SWIP Land Use*. The Project includes a General Plan Amendment (GPA) to change the land use designation from R-T to General Industrial (I-G) and a Specific Plan Amendment (SPA) to change the site's existing SWIP designation from RTD to Slover East Industrial District (SED) as shown in Figure 3-5, *Proposed General Plan Land Use* and Figure 3-7, *Proposed SWIP Land Use*.

The proposed building would consist of a new industrial building that would support warehouse and office uses. The proposed building area would be 490,565 SF, inclusive of 480,565 SF of warehouse space and 10,000 SF of mezzanine, which would be used for office space. The building would have 480,565 SF footprint, resulting in a FAR of 0.6. Figure 3-8, Conceptual Site Plan, illustrates the proposed site plan.

As shown in Figure 3-9, Elevations, the proposed Project building would be single-story and approximately 51 feet tall. The building would establish an architectural presence through an emphasis on building finish materials and consistent material usage and color scheme. The building would be white and shades of grey

with highlights of red. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along the Poplar Avenue and Catawba Avenue frontages.

The building would be oriented to the north, with frontages along Poplar Avenue to the west and Catawba Avenue to the east. The building would be set back 81.5 feet from the northern property line, a minimum of 20 feet from Catawba Avenue, a minimum of 185 feet from the southern property line, and a minimum of 20 feet from Poplar Avenue.

Thus, the following regulatory standards in the SED of the SWIP are applicable to development of the Project site. Table 5.1-1 illustrates Project consistency between the SED development standards and the proposed Project.

Table 5.1-1: SED Development Standard Consistency

City Development Standard	Project Consistency
Minimum Lot Size	40,000 SF 19.08 acres (831,124.8 SF)
Minimum Residential Setback	10 feet N/A
Maximum Height	60 feet 51 feet
Minimum Landscape Area	(50,232 SF) 15% 62,000 SF (18.5%)
Maximum Floor Area Ratio	00.55 + 15% Green Building Development Incentive .6325 0.6
Minimum Street Setback	20 feet The Project would be setback a minimum of 20 feet from Catawba Avenue and a minimum of 20 feet from Poplar Avenue.
Parking	1 space/250 SF of office 1 to 20,000 SF (1 space/1,000 SF of warehouse) 20,000 to 40,000 SF (1 space/2,000 SF) >40,000 SF (1/1,500 SF) 158 required 210 stalls

Source: Southwest Industrial Park Specific Plan, Chapter 10.4: Slover East Industrial District Development Standards

As discussed in Table 5.10-2, General Plan Consistency, the proposed Project would be consistent with the citywide goals and policies. Additionally, the Project would be consistent with the SWIP SP goals and policies applicable to the Project and Project site, as shown in Table 5.10-3, Southwest Industrial Park Specific Plan Consistency. Overall, the Project would meet the City objectives related to scenic quality of the Project site and SWIP SP area by complying with the SWIP SP development standards for the SED district and providing high quality development consistent with visual character and quality of surrounding industrial development.

The proposed Project would not conflict with any applicable General Plan goals or policies, SWIP SP goals or policies, or SWIP SP SED development standards. Therefore, the Project would not conflict with applicable zoning or other regulations governing scenic quality. Thus, impacts would be less than significant.

IMPACT AE-4: WOULD THE PROJECT CREATE NEW SOURCES OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?

Less than Significant Impact. Development of the Project would introduce new sources of light and glare into the area from street lighting, parking lot, and outdoor lighting. The proposed Project is located in a developed area that is primarily developed with industrial uses. The nearest occupied residences are located approximately 0.3 mile to the north, south of Jurupa Avenue, which are screened from the Project site by existing industrial development directly south. Potential spill of light onto surrounding properties and “night

glow” would be reduced by using hoods and other design features on the light fixtures used within the proposed Project. Implementation of the existing regulatory requirements per City of Fontana Ordinance No. 30-544 (Light and Glare), included as PPP AE-1, would occur during the County’s permitting process and would ensure that impacts related to light and glare are less than significant.

The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with Ordinance Sec. 30-544 requirements included as PPP AE-1, and the proposed landscaping along Project boundaries would screen sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urban environment. Thus, impacts would be less than significant.

5.1.7 CUMULATIVE IMPACTS

The cumulative study area for purposes of aesthetics would be the viewshed surrounding the Project site. Cumulative analysis includes an assessment of past, present, and probable future projects in the surrounding viewshed, including proposed James Hardie Development (#35) at the corner of Santa Ana Avenue and First Industrial Catawba Warehouse (#37) at the corner of Catawba Avenue north of Jurupa Avenue in Section 5.0, *Environmental Impact Analysis*, Table 5-1, *Cumulative Projects*.

As discussed in Impact AE-2, the Project site is not within proximity to any designated State or County scenic routes. Therefore, the Project has no potential to contribute to a cumulatively significant impact to scenic resources within a designated scenic route.

As noted in Impact AE-1, the Project site is relatively flat and does not contribute to any prominent scenic vistas under existing conditions. Additionally, these views are available throughout the cumulative study area and are not unique to the Project site. Other developments proposed in the cumulative study area would be required to comply with the applicable governing policies, which include policies and regulations to preserve vistas and important scenic resources. Accordingly, with buildout of the Project and other developments within the Project’s viewshed, impacts to scenic vistas would not be cumulatively significant and the Project’s contributions would be less than cumulatively considerable.

The Project would not conflict with applicable design regulations of the City of Fontana General Plan, SWIP SP, or SED design standards. Therefore, the Project has no potential to contribute to cumulatively considerable scenic quality impacts. Moreover, any new development in the surrounding area would be subject to applicable development regulations and design standards imposed by the governing jurisdiction, which would ensure that development incorporates high quality building materials, architectural design, and landscaping to avoid potential adverse effects to local scenic quality.

With respect to potential cumulative light and glare impacts, the Project would be required to comply with City of Fontana Ordinance Sec. 30-544, included as PPP AE-1, which sets standards for exterior lighting/fixtures. Any development project in the cumulative study area would be required to comply with the light reduction requirements applicable in their respective jurisdiction. Although cumulative development in the Project’s surrounding area is expected to introduce new sources of artificial lighting and potentially reflective materials, the required compliance with the governing development code requirements would ensure that future cumulative development does not introduce substantial sources of artificial lighting or glare. As such, the Project would not contribute to cumulatively considerable adverse impacts to the existing daytime or nighttime views of the Project sites or their surroundings.

5.1.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- City of Fontana Sec. 30-544
- City of Fontana Sec. 30-426

Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

PPP AE-1: Light and Glare. All lights shall be directed and/or shielded to prevent the light from adversely affecting adjacent properties. No structure or lighting feature shall be permitted which creates adverse glare. A photometric plan shall be provided that indicates the amount of light emanating from the proposed/existing light fixtures to comply with City of Fontana Ordinance 30-544.

5.1.9 PROJECT DESIGN FEATURES

None.

5.1.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

The Project would result in no impact related to Impact AE-2 and less than significant impacts to Impact AE-1 and Impacts AE-3 and 4.

5.1.11 MITIGATION MEASURES

None required.

5.1.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, impacts related to aesthetics would be less than significant. No significant and unavoidable aesthetic impacts would occur.

REFERENCES

California Department of Transportation (Caltrans). California State Scenic Highways. 2021. Accessed <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

California Department of Transportation (Caltrans). California State Scenic Highway System Map. 2018. Accessed: 9 January 2022. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

City of Fontana General Plan. Accessed: 9 January 2023. <https://www.fontana.org/DocumentCenter/View/28271/Complete-Documents-11-13-2018>

City of Fontana General Plan Final Program Environmental Impact Report. Accessed: 9 January 2023. <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

Southwest Industrial Park Specific Plan (City of Fontana, 2012). Accessed: 9 January 2023. <https://www.fontana.org/DocumentCenter/View/29312/Southwest-Industrial-Specific-Plan---Combined-Document>

Southwest Industrial Park Specific Plan Environmental Impact Report (City of Fontana, 2011). Accessed: 9 January 2023. <https://www.fontana.org/DocumentCenter/View/36382/SWIP-Public-Review-Draft-Program-EIR>

5.2 Air Quality

5.2.1 INTRODUCTION

This section provides an overview of the existing air quality within the Project site and surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed Project. Mitigation measures are recommended as necessary to reduce significant air quality impacts. This analysis is based on the following City documents and reports prepared by LSA (LSA 2023) and are included as appendices to this Draft EIR:

- *City of Fontana General Plan Update 2015-2035*, Adopted 13 November 2018
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report*, Certified 13 November 2018
- *Southwest Industrial Park Specific Plan*, Adopted 12 June 2012
- *Southwest Industrial Park (SWIP) Specific Plan Update and Annexation*, Certified 12 June 2012
- *City of Fontana Municipal Code*
- *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report Poplar South Distribution Center*, LSA, January 2023, Appendix B

5.2.2 REGULATORY SETTING

5.2.2.1 Federal Regulations

United States Environmental Protection Agency

Criteria Air Pollutants

At the federal level, the United States Environmental Protection Agency (USEPA) has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments to the CAA were made by Congress in 1990.

The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS). The USEPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. Table 5.2-1 shows the NAAQS for these pollutants. The CAA also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The USEPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The USEPA's primary role at the state level is to oversee state air quality programs. The USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Hazardous Air Pollutants

The USEPA has programs for identifying and regulating hazardous air pollutants (HAPs). Title III of the CAAA directed the USEPA to promulgate national emissions standards for HAPs (NESHAP). The NESHAP may differ for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the USEPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology (MACT). For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the USEPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

Table 5.2-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO _x react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_x)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO₂)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM₁₀)	24 hours	50 µg/m ³	150 µg/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural
	Annual Arithmetic Mean	20 µg/m ³	---		

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
					activities (e.g., wind-raised dust and ocean sprays).
Fine Particulate Matter (PM_{2.5})	24 hours	---	35 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO _x , sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³		
Lead (Pb)	30 Day Average	1.5 µg/m ³	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	<i>Present source:</i> lead smelters, battery manufacturing and recycling facilities. <i>Past source:</i> combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m ³		
	Rolling 3-Month Average	---	0.15 µg/m ³		
Hydrogen Sulfide	1 hour	0.03 ppm	...	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO₄)	24 hour	25 µg/m ³	...	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	...	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM _{2.5} .

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter.

The CAAA also required the USEPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

5.2.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 5.2-1.

The CCAA requires all local air districts in the state to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing compliance by local air districts with California and federal laws, approving local air quality plans, submitting SIPs to the USEPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants (TACs). In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, the USEPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the MACT or best available control technology (BACT) for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for TACs.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 et seq.) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588 [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 et seq.). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted the USEPA's list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an airborne toxics control measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with TAC sources. Although it is not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail

yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. Based on CARB's Community Health Air Pollution Information System (CHAPIS), no major TAC sources are located in proximity to the Project area. In addition, CARB has promulgated the following specific rules to limit TAC emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to develop fuel economy standards for the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce fuel use and emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy standards for model 2017-2025 vehicles, which are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements.

The 2022 CALGreen standards that reduce air quality pollutant emissions and are applicable to the proposed Project include, but are not limited to, the following:

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

- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.

The 2022 CalGreen Building Standards Code has been adopted by the City of Fontana as Ordinance No. 1907.

5.2.2.3 Regional Regulations

South Coast Air Quality Management District

Criteria Air Pollutants

The South Coast Air Quality Management District (SCAQMD) attains and maintains air quality conditions in the South Coast Air Basin (Basin) through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and CCAA. Air quality plans applicable to the proposed Project are discussed below.

Air Quality Management Plan

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

The 2012 AQMP was adopted by the SCAQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the Basin is to set forth a comprehensive and integrated program that will lead the region into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the Basin's commitment towards meeting the federal 8-hour ozone standards. The AQMP would also serve to satisfy recent USEPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration. The 2012 AQMP, as approved by CARB, serves as the official SIP submittal for the federal 2006 24-hour PM_{2.5} standard. In addition, the AQMP updates specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP set forth programs which require integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal.

In March 2017 AQMD finalized the 2016 AQMP, which continued to evaluate integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals.

Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporated scientific and technological information and planning assumptions, including the 2016 RTP/SCS and updated emission inventory methodologies for various source categories.

The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 federal 8-hour ozone standard. SCAQMD proposes a total of 49 control measures for the 2022 AQMP, including control measures focused on widespread deployment of zero emission and low NO_x technologies through a combination of regulatory approaches and incentives.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations. Specific rules applicable to the proposed Project include the following:

Rule 203 – Permit to Operate. A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

Rule 401 – Visible Emissions. A person shall not 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 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that 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 provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 – Fugitive Dust. SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM₁₀ generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

Rule 2305 – Warehouse Indirect Source Rule. On May 7, 2021, the SCAQMD Governing Board approved Rule 2305. The stated purpose of the Indirect Source Rule “is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses in order to assist in meeting state and federal air quality standards for ozone and fine particulate matter.” The rule applies to owners and

operators of new and existing warehouses located in the Basin “with greater than or equal to 100,000 square feet of indoor space in a single building that may be used for warehousing activities by one or more warehouse operators.” The rule imposes a “Warehouse Points Compliance Obligation” (WPCO) on warehouse operators. Operators would be allowed to satisfy the WPCO by accumulating “Warehouse Actions and Investments to Reduce Emissions Points” (WAIRE Points) in a given 12-month period. WAIRE Points will be awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the SCAQMD.

5.2.2.4 Local Regulations

City of Fontana General Plan Update 2015-2035

The City of Fontana General Plan Update 2015-2035 contains the following policies related to air quality that are applicable to the Project:

Goal 6.1 The average lifespan in Fontana is consistently within the top ten of all southern California cities.

Policy

- Support local and regional initiatives to improve air quality in order to reduce asthma while actively discouraging development that may exacerbate asthma rates.

City of Fontana Municipal Code

Chapter 9, Section V: Industrial Commerce Centers Sustainability Standards. Establishes sustainability standards applicable to all warehouse development projects that are intended to improve local air and environmental quality. Standards required by Chapter 9, Section V of the Fontana Municipal Code that would directly reduce local air pollution emissions include:

Buffering and screening/adjacent uses

- Unless physically impossible, loading docks and truck entries shall be oriented away from abutting sensitive receptors. To the greatest extent feasible, loading docks, truck entries, and truck drive aisles shall be located away from nearby sensitive receptors. In making feasibility decisions, the city must comply with existing laws and regulations and balance public safety and the site development's potential impacts to nearby sensitive receptors. Therefore, loading docks, truck entries, and drive aisles may be located nearby sensitive receptors at the discretion of the planning director, but any such site design shall include measures designed to minimize overall impacts to nearby sensitive receptors.
- For any warehouse building larger than 400,000 square feet in size, the building's loading docks shall be located a minimum of 300 feet away, measured from the property line of the sensitive receptor to the nearest dock door which does not exclusively serve electric trucks using a direct straight-line method.

Signage and Traffic Patterns

- Anti-idling signs indicating a three-minute diesel truck engine idling restriction shall be posted at industrial commerce facilities along entrances to the site and in the dock areas and shall be strictly enforced by the facility operator.
- Signs shall be installed in public view with contact information for a local designated representative who works for the facility operator and who is designated to receive complaints about excessive dust, fumes, or odors, and truck and parking complaints for the site, as well as contact information for the SCAQMD's on-line complaint system and its complaint call-line: 1-800-288-7664. Any complaints made to the facility operator's designee shall be answered within 72 hours of receipt.

Alternative Energy

- On-site motorized operational equipment shall be ZE (zero emission).
- All building roofs shall be solar-ready, which includes designing and constructing buildings in a manner that facilitates and optimizes the installation of a rooftop solar photovoltaic (PV) system at some point after the building has been constructed.
- The office portion of a building's rooftop that is not covered with solar panels or other utilities shall be constructed with light colored roofing material with a solar reflective index ("SRI") of not less than 78. This material shall be the minimum solar reflective rating of the roof material for the life of the building.
- On buildings over 400,000 square feet, prior to issuance of a business license, the city shall ensure rooftop solar panels are installed and operated in such a manner that they will supply 100 percent of the power needed to operate all non-refrigerated portions of the facility including the parking areas.
- At least ten percent of all passenger vehicle parking spaces shall be electric vehicle (EV) ready, with all necessary conduit and related appurtenances installed. At least five percent of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to building occupancy. Signage shall be installed indicating EV charging stations and specifying that spaces are reserved for clean air/EV vehicles. Unless superior technology is developed that would replace the EV charging units, facility operator and any successors in interest shall be responsible for maintaining the EV charging stations in working order for the life of the facility.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide chilled, cooled, or freezer warehouse space, a conduit shall be installed during construction of the building shell from the electrical room to 100 percent of the loading dock doors that have potential to serve the refrigerated space. When tenant improvement building permits are issued for any refrigerated warehouse space, electric plug-in units shall be installed at every dock door servicing the refrigerated space to allow transport refrigeration units (TRUs) to plug in. Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.
- Bicycle racks are required per section 30-714 and in the amount required for warehouse uses by table 30-714 of the zoning and development code. The racks shall include locks as well as electric plugs to charge electric bikes. The racks shall be located as close as possible to employee entrance(s). Nothing in this section shall preclude the warehouse operator from satisfying this requirement by utilizing bicycle parking amenities considered to be superior such as locating bicycle parking facilities indoors or providing bicycle lockers.

Operation and Construction

- Cool surface treatments shall be added to all drive aisles and parking areas or such areas shall be constructed with a solar-reflective cool pavement such as concrete.
- To ensure that warehouse electrical rooms are sufficiently sized to accommodate the potential need for additional electrical panels, either a secondary electrical room shall be provided in the building, or the primary electrical room shall be sized 25 percent larger than is required to satisfy the service requirements of the building or the electrical gear shall be installed with the initial construction with 25 percent excess demand capacity.
- Use of super-compliant VOC architectural and industrial maintenance coatings (e.g., paints) shall be required.

- The following environmentally responsible practices shall be required during construction:
 - The applicant shall use reasonable best efforts to deploy the highest rated CARB Tier technology that is available at the time of construction. Prior to permit issuance, the construction contractor shall submit an equipment list confirming equipment used is compliant with the highest CARB Tier at the time of construction. Equipment proposed for use that does not meet the highest CARB Tier in effect at the time of construction, shall only be approved for use at the discretion of the planning director and shall require proof from the construction contractor that, despite reasonable best efforts to obtain the highest CARB Tier equipment, such equipment was unavailable.
 - Use of electric-powered hand tools, forklifts, and pressure washers.
 - Designation of an area in any construction site where electric-powered construction vehicles and equipment can charge.
 - Identification in site plans of a location for future electric truck charging stations and installation of a conduit to that location.
 - Diesel-powered generators shall be prohibited except in case of emergency or to establish temporary power during construction.
- Property owner shall provide facility operator with information on incentive programs such as the Carl Moyer Program and voucher incentive program and shall require all facility operators to enroll in the United States Environmental Protection Agency's SmartWay Program.

The City would ensure compliance with the requirements of Chapter 9, Section V of the Municipal Code as part of their standard building permit review/approval and site inspection processes.

5.2.3 ENVIRONMENTAL SETTING

Climate and Meteorology

The Project area is located within the Basin, which is under the jurisdiction of the SCAQMD. The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during

the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Criteria Air Pollutants

The California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA) currently focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}), and lead. These pollutants are referred to as “criteria air pollutants” because they are the most prevalent air pollutants known to be injurious to human health. Extensive health-effects criteria documents regarding the effects of these pollutants on human health and welfare have been prepared over the years.¹ Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act (CAA). California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or state standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air; but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NO_x). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth (“rainout”), or absorption by water molecules in clouds that later fall to earth with rain (“washout”).

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

¹ Additional sources of information on the health effects of criteria pollutants can be found at CARB and USEPA’s websites at <http://www.arb.ca.gov/research/health/health.htm> and <http://www.epa.gov/air/airpollutants.html>, respectively.

Nitrogen Dioxide

NO₂ is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO₂. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO₂. The combined emissions of NO and NO₂ are referred to as NO_x, which are reported as equivalent NO₂. Aside from its contribution to ozone formation, NO₂ can increase the risk of acute and chronic respiratory disease and reduce visibility. NO₂ may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

SO₂ is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO₂ oxidizes in the atmosphere, it forms sulfur trioxide (SO₃). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO₂ aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. Long-term SO₂ exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM₁₀ and PM_{2.5} consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM₁₀ and PM_{2.5} represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of PM_{2.5} is diesel exhaust emissions.

PM₁₀ consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO₂ and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM₁₀ and PM_{2.5} are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. PM_{2.5} can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH₃), NO_x, and SO_x.

Lead

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM). DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data are available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

CO Hotspots

An adverse CO concentration, known as a "hot spot" is an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, and CO concentrations in the Project vicinity have steadily declined (AQ 2022).

Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

EXISTING CONDITIONS

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Project site is located within the Central San Bernardino Valley (SRA 34). The air quality monitoring station closest to the Project site located at 14360 Arrow Boulevard in the City of Fontana, approximately 3.57 miles northwest of the Project site.

Both CARB and the USEPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment,

attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. As indicated in the monitoring results included in Table 5.2-2, the federal PM_{10} standard had no exceedances in 2019, only one in 2020 and no exceedances 2021. The State PM_{10} standard was exceeded 11 times in 2019, 6 times in 2020, and an unknown number of times in 2021. The $PM_{2.5}$ federal standard had 3 exceedances in 2019, 4 exceedances in 2020, and no exceedances in 2021. The 1-hour ozone State standard was exceeded 41 times in 2019, 56 times in 2020, and an unknown number of times in 2021. The 8-hour ozone State standard was exceeded 71 times in 2019, 91 times in 2020, and an unknown number of times in 2021. The 8-hour ozone federal standard was 67 times in 2019, 89 times in 2020, and 81 times in 2021. In addition, the CO, SO₂, and NO₂ standards were not exceeded in this area during the 3-year period. See Table 5.2-3, for attainment designations for the SCAB.

Table 5.2-2: Air Quality Monitoring Summary 2019-2021

Pollutant	Standard	2019	2020	2021
Carbon Monoxide (CO)				
Maximum 1-hour concentration (ppm)		2.7	1.5	1.9
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal: > 35 ppm	0	0	0
Maximum 8-hour concentration (ppm)		1.0	1.2	1.4
Number of days exceeded:	State: > 9 ppm	0	0	0
	Federal: > 9 ppm	0	0	0
Ozone (O₃)				
Maximum 1-hour concentration (ppm)		0.124	0.151	0.125
Number of days exceeded:	State: > 0.09 ppm	41	56	ND
Maximum 8-hour concentration (ppm)		0.109	0.112	0.103
Number of days exceeded:	State: > 0.07 ppm	71	91	ND
	Federal: > 0.07 ppm	67	89	81
Coarse Particulates (PM₁₀)				
Maximum 24-hour concentration (µg/m ³)		85.1	73.6	73.0
Number of days exceeded:	State: > 50 µg/m ³	11	6	ND
	Federal: > 150 µg/m ³	0	0	0
Annual arithmetic average concentration (µg/m ³)		33.7	ND	ND
Exceeded for the year:	State: > 20 µg/m ³	Yes	ND	ND
	Federal: > 50 µg/m ³	No	ND	ND
Fine Particulates (PM_{2.5})				
Maximum 24-hour concentration (µg/m ³)		81.3	57.6	55.1
Number of days exceeded:	Federal: > 35 µg/m ³	3	4	0
Annual arithmetic average concentration (µg/m ³)		ND	12.8	12.0
Exceeded for the year:	State: > 12 µg/m ³	ND	Yes	No
	Federal: > 15 µg/m ³	ND	No	No
Nitrogen Dioxide (NO₂)				
Maximum 1-hour concentration (ppm)		0.076	0.066	0.067
Number of days exceeded:	State: > 0.250 ppm	0	0	0
Annual arithmetic average concentration (ppm)		0.017	0.018	0.019
Exceeded for the year:	Federal: > 0.053 ppm	No	No	No
Sulfur Dioxide (SO₂)				
Maximum 1-hour concentration (ppm)		0.0024	0.0025	0.005
Number of days exceeded:	State: > 0.25 ppm	0	0	0
Maximum 24-hour concentration (ppm)		0.0009	0.0009	0.0009
Number of days exceeded:	State: > 0.04 ppm	0	0	0
	Federal: > 0.14 ppm	0	0	0
Annual arithmetic average concentration (ppm)		0.00035	0.0004 1	0.00024
Exceeded for the year:	Federal: > 0.030 ppm	No	No	No

Sources: AQ, 2022 (Appendix B)
 µg/m³ = micrograms per cubic meter
 CARB = California Air Resources Board
 ND = No data. There were insufficient (or no) data to determine the value.
 ppm = parts per million
 USEPA = United States Environmental Protection Agency

Table 5.2-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (SCAB)

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	Extreme Nonattainment
O ₃ – 8-hour standard	Nonattainment	Extreme Nonattainment
PM ₁₀	Nonattainment	Attainment/Maintenance
PM _{2.5}	Nonattainment	Serious Nonattainment
CO	Attainment	Attainment/Maintenance
NO ₂	Attainment	Attainment/Maintenance
SO ₂	-	Unclassifiable/Attainment
Pb ²	Attainment	Attainment ¹

¹Except in Los Angeles County
 Source: AQ, 2023 (Appendix B).

The 19.08-acre Project site is currently developed with 40 single-family residential units. Some of the residences operate an additional use or business, such as truck transportation, auto storage, and auto repair facilities. Air quality emissions are currently generated by the operation of these uses and the related vehicle trips.

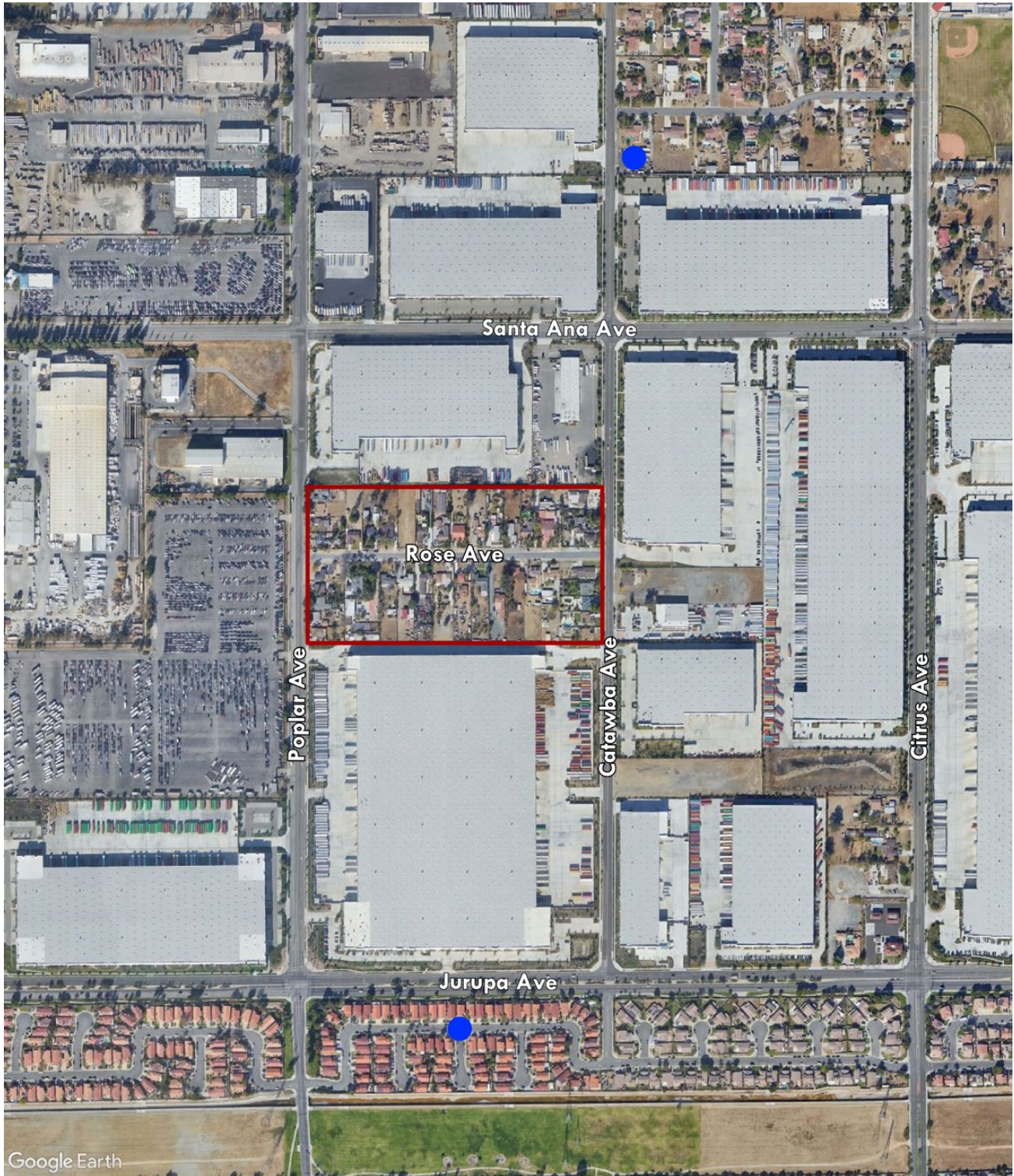
Sensitive Land Uses

Land uses such as schools, children’s daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. The Project site is bordered to the east by Catawba Avenue followed by industrial uses, to the south by a warehouse, to the west by Poplar Avenue followed by industrial uses, and to the north by industrial uses. There are no sensitive receptors located within 1,000 feet of the Project site. The closest sensitive receptors to the Project site are residential uses such as single-family homes located approximately 1,325 feet northeast of the Project northern boundary, south of Tyrol Drive, and single-family homes located approximately 1,500 feet south of the Project boundary line, south of Jurupa Avenue.

² The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

This page is intentionally left blank.

Sensitive Receptor Locations



Project Site



Sensitive Receptor Locations



This page is intentionally left blank.

5.2.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;
- AQ-2 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 standard;
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations; or
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Regional Thresholds

The SCAQMD’s most recent regional significance thresholds from April 2019 for regulated pollutants are listed in Table 5.2-4. The SCAQMD’s CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.2-4 would be considered to have both an individually (project-level) and cumulatively considerable air quality impacts.

Table 5.2-4: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Localized Significance Thresholds

SCAQMD has also developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas (SRAs) in the Basin. The localized thresholds, which are found in the mass rate look-up tables in the “Final Localized Significance Threshold Methodology” document prepared by SCAQMD, were developed for use on projects that are less than or equal to 5-acres in size and are only applicable to the following criteria pollutants: NOx, CO, PM10, and PM2.5.

For the proposed Project, the appropriate SRA for the LST is the nearby Central San Bernardino Valley (SRA 34). SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances. As identified above, there are no sensitive receptors located within 1,000 feet of the Project site. The closest sensitive receptors to the Project site are residential uses such as the single-family homes located approximately 1,325 feet (404 meters) northeast of the Project’s northern boundary south of Tyrol Drive. Based on the anticipated construction equipment, it is assumed that the maximum daily disturbed acreage for the proposed Project would be 3.5 acres. Table 5.2-5 lists the thresholds that are used to evaluate LST emissions.

Table 5.2-5: SCAQMD Localized Significance Thresholds

Emissions Source	Pollutant Emissions Threshold (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction	635.0	19,715.0	178.0	86.0
Operations	635.0	19,715.0	43.0	21.0

Source: South Coast Air Quality Management District (2008).
 CO = carbon monoxide PM₁₀ = particulate matter less than 10 microns in size
 lbs/day = pounds per day PM_{2.5} = particulate matter less than 2.5 microns in size
 NO_x = nitrogen oxides

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined. The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot and the volume of traffic with implementation of the proposed Project.

Diesel Mobile Source Health Risk Threshold

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to diesel particulate matter (DPM) exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. Thus, the project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

5.2.5 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Project, based on the maximum development assumptions that are outlined in Section 3.0, *Project Description*.

Air pollutant emissions associated with the proposed Project would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the future warehouse and from traffic volumes generated by this new use. The net increase in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

AQMP Consistency

SCAQMD’s CEQA Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed General Plan land use and zoning designation changes) would be consistent or in conflict with the AQMP:

1. The Project would not generate population and employment growth that would be inconsistent with SCAG’s growth forecasts.

2. The Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities and counties located within the SCAG region, and, in part, on SCAG's three Land Development Categories. Therefore, if the level of housing or employment related to the proposed Project are consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize attainment of the air quality levels identified in the AQMP.

Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards. An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions.

Construction

Short-term construction-generated emissions of criteria air pollutants and ozone precursors from development of the Project were assessed in accordance with methods recommended by SCAQMD. The Project's regional emissions were modeled using the California Emissions Estimator Model (CalEEMod), as recommended by SCAQMD. CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed Project would exceed applicable regional thresholds and where mitigation would be required. Modeling was based on Project-specific data and predicted short-term construction-generated emissions associated with the Project and were compared with applicable SCAQMD regional thresholds for determination of significance. Consistent with the requirements set forth in the City of Fontana's Industrial Commerce Centers Sustainability Standards, the Project would be required to utilize CARB Tier IV construction equipment, which was assumed to be utilized in Project modeling.

In addition, to determine whether or not construction activities associated with development of the Project would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the proposed Project was compared to SCAQMD's LSTs that are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts. The daily total onsite combustion, mobile, and fugitive dust emissions associated with construction was combined and evaluated against SCAQMD's LSTs for a 3.5-acre site.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Trip generation rates were available from the Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis prepared for the proposed Project (Appendix M). Predicted long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

No emission reductions were assumed for compliance with SCAQMD's Rule 2305 – Warehouse Indirect Source Rule for project modeling.

Trip Length

SCAQMD recommends utilizing a trip length of 15.3 miles for 2-axle trucks (LHDT1, LHDT2), of 14.2 miles for 3-axle trucks (MHDT), and 39.9 miles for 4+-axle trucks (HHDT) based on the SCAG 2016 RTP/SCS (SCAQMD, 2021). To determine emissions from passenger car vehicles, 2-axle trucks (LHDT1, LHDT2), and 3-axle trucks (MHDT), the CalEEMod defaults of 16.6 miles were utilized for trip length to provide a

conservative analysis. To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 40 miles for 4+-axle (HHDT) trucks.

Onsite Equipment Emissions

It is anticipated that the Project would utilize a 200-horsepower diesel fire pump. For analytical purposes, it is anticipated that the emergency diesel generator would result in a maximum operating time of 1 hour per month.

5.2.6 ENVIRONMENTAL IMPACTS

IMPACT AQ-1: WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN?

Significant and Unavoidable Impact. The SCAQMD's 2022 AQMP is the applicable air quality plan for the proposed Project site. Pursuant to Consistency Criterion No. 1, the SCAQMD's 2022 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed Project would require a General Plan Amendment (GPA) to change the existing land use designation from Residential Trucking (R-T) to General Industrial (I-G) and a Specific Plan Amendment to change the site's existing SWIP designation from Residential Trucking District (RTD) to Slover East Industrial District (SED). The projections contained in the AQMP for achieving air quality goals are based on the assumptions in SCAG's RTP/SCS regarding population, housing, and employment growth trends. The buildout of the Project site would be more labor-intensive under the proposed Project than under the existing General Plan and SWIP designations for the site. Accordingly, the 2022 AQMP does not reflect the proposed land use designation for the Project site and buildout of the site would result in greater employment increases than assumed by SCAG's regional forecast projections and the AQMP growth projections. Therefore, the Project is inconsistent with the SCAQMD 2022 AQMP and would result in an impact related to Criterion No.1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed below in Impact AQ-2, the Project's anticipated regional operational-source emissions would not exceed the SCAQMD thresholds of significance. Therefore, the Project would not result in an increase in the frequency or severity of existing air quality violations and would not contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the proposed Project would not result in an impact related to Consistency Criterion No. 2.

Overall, because SCAG's regional growth forecasts and the AQMP are based upon land uses designated in general plans, which would change to be more employee-intensive, the Project would result in an exceedance of SCAG's growth projections. Therefore, the proposed Project would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable.

IMPACT AQ-2: WOULD THE PROJECT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?

Construction

Less than Significant Impact. Construction activities associated with the Project would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Pollutant emissions associated with construction would be generated from the following construction activities: (1) demolition of existing structures; (2) site preparation, grading, and excavation; (3) construction workers traveling to and from the Project site; (4) delivery and hauling of construction supplies to, and debris from, the Project site; (5) fuel combustion by onsite construction equipment; (6) building construction; application of architectural coatings; and (7) paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. In addition, emissions would result from the export of approximately 8,743 cubic yards of soil during the grading phase.

Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Project were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403 and 1113 (described above), which are included as PPP AQ-1 and PPP AQ-2, and would reduce air contaminants during construction. Table 5.2-6 provides the maximum daily emissions of criteria air pollutants from construction of the Project. As shown, emissions resulting from Project construction would not exceed the thresholds established by the SCAQMD and impacts would be less than significant.

Table 5.2-6: Maximum Peak Construction Emissions

Project Construction	Maximum Pollutant Emissions (lbs/day)					
	VOCs	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition	0.8	28.0	21.1	<0.1	4.7	1.4
Site Preparation	1.2	39.9	29.8	<0.1	9.0	5.0
Grading	1.5	55.2	40.6	0.1	6.7	3.2
Building Construction	1.8	22.8	33.3	<0.1	4.1	1.5
Paving	1.8	13.4	11.5	<0.1	0.8	0.6
Architectural Coating	61.6	1.3	3.4	<0.1	0.6	0.2
Maximum (lbs/day)	63.4	55.2	40.6	0.1	9.0	5.0
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds?	No	No	No	No	No	No

Source: LSA (January 2023).

Note: Maximum emissions of VOCs and CO occurred during the overlapping building construction and architectural coating phases.

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

VOCs = volatile organic compounds

Operation

Less than Significant Impact. Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from operation of a 200-horsepower diesel fire pump, which would be regulated and require a permit from SCAQMD (PPP AQ-4). As shown in Table 5.2-7, the Project’s net operational activities would not exceed the numerical thresholds of significance established by the SCAQMD for emissions of any criteria pollutants and impacts would be less than significant.

Table 5.2-7: Summary of Peak Operational Emissions

Emission Type	Pollutant Emissions (lbs/day)					
	VOCs	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Existing Uses Operational Emissions						
Area Sources	12.5	0.8	22.6	<0.1	2.9	2.8
Energy Sources	<0.1	0.3	0.1	<0.1	<0.1	<0.1
Mobile Sources	1.8	1.8	15.7	<0.1	1.1	0.2
Total Existing Uses Emissions	14.3	2.9	38.4	<0.1	4.0	3.0
Proposed Project Operational Emissions						
Area Sources	15.3	0.2	21.3	<0.1	<0.1	<0.1
Energy Sources	0.0	0.0	0.0	0.0	0.0	0.0
Mobile Sources – Vehicle Trips and Light Duty Trucks	2.2	2.7	25.9	0.1	2.3	0.4
Mobile Sources – Heavy Heavy Duty Truck Trips	0.2	13.2	6.8	0.1	1.8	0.6
Stationary Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Total Proposed Project Emissions	17.7	16.1	54.0	0.2	4.1	1.0
Total Net Operational Emissions	3.4	13.2	15.6	0.2	0.1	-2.0
SCAQMD Thresholds	55.0	55.0	550.0	150.0	150.0	55.0
Significant?	No	No	No	No	No	No

Source: LSA (January 2023).

CO = carbon monoxide

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

VOCs = volatile organic compounds

Health Impacts of Emissions. The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. The SJVAPD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, explained that “it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” The SJVAPD described a project-specific health impact analysis as “not practicable and not likely to yield valid information” because “currently available modeling tools are not well suited for this task.” The SJVAPD further noted that “the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional” cumulative impacts.

Most local agencies, including the City of Fontana, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. The use of national or “generic” data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Project’s air emissions without undue speculation. Instead, readers are directed to the Project’s air quality impact analysis above, which provides extensive

information concerning the quantifiable and non-quantifiable health risks related to the Project's construction and long-term operation.

As further discussed in Impact AQ-3, in response to *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, SCAQMD discusses that it may be infeasible to quantify health risks associated with criteria air pollutant emissions from projects similar to the proposed Project due to many factors. On the other hand, for extremely large regional projects (unlike the proposed Project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO_x and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃.

The proposed Project does not generate anywhere near 6,620 lbs/day of NO_x or 89,190 lbs/day of VOC emissions. As shown previously on Tables 5.2-6 and 5.2-7, the Project would generate up to 55.2 lbs/day of NO_x during construction and net 13.2 lbs/day of NO_x during operations (0.83% and 0.20% of 6,620 lbs/day, respectively). The VOC emissions would be a maximum of 63.4 lbs/day during construction and net 3.4 lbs/day of during operations (0.07% and 0.003% of 89,190 lbs/day, respectively). Therefore, the emissions are not sufficiently high enough to use a regional modeling program to correlate health effects from criteria pollutants on a basin-wide level.

Notwithstanding, this EIR does analyze localized operational impacts associated with the Project's emissions below under Impact AQ-3, and concludes that such impacts would be less than significant. The SCAQMD's Localized Significance Thresholds ("LST") represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard with implementation of mitigation. LST's are developed based on the ambient concentrations of each particular pollutant for each source receptor area and the distance to the nearest sensitive receptor. Therefore, the Project would not generate emissions on a localized scale that are expected to result in an exceedance of applicable standards, which are intended to be protective of public health. As discussed above, the Project's regional emissions would be less than the SCAQMD's regional thresholds. As discussed above, given the regional nature of such emissions and numerous unpredictable factors, an analysis that correlates health with regional emissions is not possible. It should also be noted that the EIR does identify health concerns related to criteria pollutant emissions. Table 5.2-1 includes a list of criteria pollutants and summarizes common sources and effects. Thus, the EIR's analysis is reasonable and intended to foster informed decision making and the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant.

IMPACT AQ-3: WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

CO Hotspots

Less than Significant Impact. An adverse CO concentration, known as a "hot spot," would occur if an exceedance of the State's one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a "hot spot." As shown on Table 5.2-8, the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day, and the 1-hour CO concentration was 4.6 ppm. This indicates that, even with a traffic volume of 400,000 vehicles per day, CO concentrations (4.6 ppm x 4 = 18.4 ppm) would still not exceed the most stringent 1-hour CO standard (20.0 ppm).³

³ Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

Table 5.2-8: Traffic Volumes for Intersections Evaluated in 2003 AQMP

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Southbound (a.m./p.m.)	Northbound (a.m./p.m.)	Total (a.m./p.m.)
Wilshire-Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset-Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach-Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: SCAQMD 2003 AQMP

Operation of the proposed Project at buildout during AM peak hour would result in a total of 23 new trips through area intersections and a total of 25 new trips in the PM peak hour through area intersections. These trips distributed throughout the vicinity of the Project would not result in daily traffic volumes of 100,000 vehicles per day or more. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO “hot spot.” Therefore, impacts related to CO “hot spots” from operation of the proposed Project would be less than significant.

Localized Construction Air Quality Impacts

Less than Significant Impact. As discussed previously, the daily construction emissions generated onsite by the proposed Project are evaluated against SCAQMD’s LSTs for a 3.5-acre site for construction activities to determine whether the emissions would cause or contribute to adverse localized air quality impacts.

The appropriate SRA for the LST analysis is the Central San Bernardino Valley (SRA 34). SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances. As identified previously, there are no sensitive receptors located within 1,000 feet of the Project site. The closest sensitive receptors to the Project site are residential uses such as the single-family homes located approximately 1,325 feet (404 meters) northeast of the project’s northern boundary south of Tyrol Drive.

Table 5.2-9 identifies daily localized onsite emissions that are estimated to occur during construction of the Project. As shown, emissions during the peak construction activity would not exceed the SCAQMD’s localized significance thresholds under this scenario, and impacts would be less than significant.

Table 5.2-9: Localized Significance Emissions Peak Construction

Source	NO _x	CO	PM ₁₀	PM _{2.5}
On-Site Project Emissions	24.9	18.2	3.8	1.2
Localized Significance Threshold	635.0	19,715.0	178.0	86.0
Exceeds Threshold?	No	No	No	No

Source: LSA (January 2023)

Note: Source Receptor Area 34, based on a 3.5-acre construction disturbance daily area, at a distance of 404 meters from the Project boundary.

Localized Operational Air Quality Impacts

Less than Significant Impact. As shown on Table 5.2-10, emissions from operation of the Project would not exceed the SCAQMD’s localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, implementation of the proposed Project would result in a less than significant impact related to localized operational emissions.

Table 5.2-10: Localized Significance Emissions from Project Operation

Source	NO _x	CO	PM ₁₀	PM _{2.5}
On-Site Project Emissions	1.0	22.9	0.2	0.1
Localized Significance Threshold	635.0	19,715.0	43.0	21.0
Exceeds Threshold?	No	No	No	No

Source: LSA (January 2023)

Note: Source Receptor Area 34, based on a 3.5-acre construction disturbance daily area, at a distance of 404 meters from the Project boundary.

Friant Ranch Case

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the *Brief of Amicus Curiae* by the SCAQMD in the Friant Ranch case (April 6, 2015, Appendix 10.1), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence⁴). The *Brief* states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer as a result of the Project. The *Brief* also cites the author of the CARB methodology, which reported that a PM_{2.5} methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify O₃-related health impacts caused by NO_x or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the proposed Project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO_x and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃.

The proposed Project does not generate anywhere near 6,620 lbs/day of NO_x or 89,190 lbs/day of VOC emissions. As shown previously on Tables 5.2-6 and 5.2-7:

- The Project would generate up to 55.2 lbs/day of NO_x during construction and net 13.2 lbs/day of NO_x during operations (0.83% and 0.20% of 6,620 lbs/day, respectively). The VOC emissions would be a maximum of 63.4 lbs/day during construction and net 3.4 lbs/day of during operations (0.07% and 0.003% of 89,190 lbs/day, respectively).

⁴ Worker receptor locations include areas zoned for manufacturing, light or heavy industry, retail activity, or other locations that are regular work sites. Residential receptor locations include current residential land uses and areas that may be developed for residential uses in the future, based on existing and planned zoning.

Therefore, the emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, this evaluation does evaluate each of the Project's development scenarios localized impacts to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the onsite emissions to the SCAQMD's applicable LST thresholds. In addition, a Construction and Operational Health Risk Assessment was prepared, which is discussed below. As described previously, the proposed Project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}.

Diesel Mobile Source Health Risk

A Construction and Operational Health Risk Assessment, included as Appendix B, was prepared to evaluate the health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks traveling to and from the site, maneuvering onsite, and entering and leaving the site during construction and operation of the proposed buildings. Onsite truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with the City of Fontana's Industrial Commerce Centers Sustainability Standards diesel truck idling limit of 3 minutes and CARB's idling limit of 5 minutes, SCAQMD recommends that the onsite idling emissions should be estimated for 15 minutes of truck idling, which takes into account onsite idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

SCAQMD's *CEQA Air Quality Handbook* states that emissions of TACs are considered significant if a Health Risk Assessment shows an increased risk of greater than 10 in one million. A risk level of 10 in one million implies a likelihood that up to 10 people out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of TACs over a specified duration of time.

Construction Impacts

The land use with the greatest potential exposure to Project construction-source DPM emissions is the single-family residence located at the northeast corner Santa Ana Avenue and Citrus Avenue, approximately 0.3 miles northeast of the Project site. Consistent with the requirements set forth in the City of Fontana's Industrial Commerce Centers Sustainability Standards, the Project would be required to utilize CARB Tier IV construction equipment. Therefore, this analysis assumed use of Tier IV construction equipment. The maximally exposed worker receptor includes the industrial uses located to the east of the Project site across Catawba Avenue. As shown in Table 5.2-11, the maximum cancer risk for the sensitive receptor maximally exposed individual (MEI) would be 0.23 in one million, which would not exceed the SCAQMD cancer risk threshold of 10 in one million. The worker receptor risk would be lower given that worker receptors are only exposed to Project emissions for 12 hours each day in comparison to 24 hours a day for residential receptors and are exposed fewer days per year than residential receptors. The work receptor risk would be 0.04 in one million, which would also not exceed the SCAQMD cancer risk thresholds. The total chronic hazard index would be 0.003 for the worker receptor MEI and 0.000 for the sensitive receptor MEI, which is below the threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0.

Table 5.2-11: Health Risks from Project Construction

Location	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Worker Receptor Risk	0.04	0.003	0.000
Sensitive Receptor Risk	0.23	0.000	0.000
SCAQMD Significance Threshold	10.0 in one million	1.0	1.0
Significant?	No	No	No

Source: LSA (January 2023)

As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. As such, construction of the Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

Operational Impacts

The land use with the greatest potential exposure to Project operational-source DPM emissions is the single-family residence located at the northeast corner Santa Ana Avenue and Citrus Avenue , approximately 0.3 miles northeast of the Project site. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years (the standard period of time for child risk) and an adult living in a nearby residence for 30 years (considered a conservative period of time for an individual to live in any one residence). The maximally exposed worker receptor includes the industrial uses located to the east of the Project site across Catawba Avenue. As shown in Table 5.2-12, the maximum cancer risk for the sensitive receptor maximally exposed individual (MEI) would be 2.34 in one million, which would not exceed the SCAQMD cancer risk threshold of 10 in one million. The worker receptor risk would be lower at 0.40 in one million, which would also not exceed the SCAQMD cancer risk thresholds. The worker receptor risk would be lower given that worker receptors are only exposed to Project emissions for 12 hours each day in comparison to 24 hours a day for residential receptors and are exposed fewer days per year than residential receptors. The total chronic hazard index would be 0.001 for the worker receptor MEI and 0.001 for the sensitive receptor MEI, which is below the threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0.

Table 5.2-12: Health Risks from Project Operations

Location	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Worker Receptor Risk	0.40	0.001	0.000
Sensitive Receptor Risk	2.34	0.001	0.000
SCAQMD Significance Threshold	10.0 in one million	1.0	1.0
Significant?	No	No	No

Source: LSA (January 2023)

As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. As such, construction of the Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

IMPACT AQ-4 WOULD THE PROJECT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

Less Than Significant Impact. The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed Project would implement industrial development within the Project site. This land use does not involve the types of uses that would emit objectionable odors affecting a substantial number of people. Odors generated by industrial land uses are generated from uses such as manufacturing facilities, paint/coating operations, refineries, chemical manufacturing, and food manufacturing facilities. At the current time the specific tenants and uses of the proposed industrial building are unknown. However, new tenants for these types of uses would be required to be reviewed through the City's permitting process. If potential concerns related to odors are identified for future building uses, the City would require appropriate hazardous materials permitting (as detailed in Section 5.8, *Hazards and Hazardous Materials*) and odor minimization plans or features would be required in compliance with SCAQMD Rule 402, included as PPP AQ-3, which would prevent nuisance odors.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials.

In addition, all Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with other operation- and construction-generated emissions, such as odors, would be less than significant.

5.2.7 CUMULATIVE IMPACTS

The SCAQMD 2022 AQMP evaluates regional conditions within the Basin and sets regional emission significance thresholds for both construction and operation of development projects that apply to project-specific impacts and cumulatively-considerable impacts. Therefore, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds

for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-1, the proposed Project would result in conflict with the 2022 AQMP as the Project would result in more employee-intensive uses onsite than forecasted by the SCAG 2020-2045 RTP/SCS and 2022 AQMP. Therefore, the Project would also result in a cumulatively considerable impact related to conflict with the AQMP and cumulative impacts would be significant and unavoidable.

As described in Impacts AQ-2 and AQ-3 above, emissions from construction and operation of the proposed Project would not exceed SCAQMD's thresholds for any criteria pollutant at the regional or local level after implementation of existing regulations. Therefore, construction and operational-source emissions would not be cumulatively considerable.

As discussed in Impact AQ-4, the Project would not expose surrounding uses to objectionable odors. Thus, there is no potential for odors from the Project to combine with odors from surrounding development Projects and expose nearby sensitive receptors to offensive odors. Therefore, the Project would not result in significant cumulative impacts related to odors. Overall, cumulative air quality impacts would be less than significant.

5.2.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1186: Street Sweeping
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD Rule 2305: Indirect Source Rule

Local

- City of Fontana Industrial Commerce Centers Sustainability Standards (Municipal Code Chapter 9, Article V)

Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

PPP AQ-1: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.

- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-2: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

PPP AQ-3: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

PPP AQ-4: Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines. The Project is required to obtain a permit from SCAQMD for the proposed diesel fire pump and would be required to comply with Rule 1470, regulating the use of diesel-fueled internal combustion engines.

5.2.9 PROJECT DESIGN FEATURES

None.

5.2.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impacts AQ-2, AQ-3, and AQ-4 would be less than significant.

Without mitigation, the following impacts would be **potentially significant**:

Impact AQ-1: The land use changes from proposed Project would conflict with or obstruct implementation of the applicable air quality plan.

5.2.11 MITIGATION MEASURES

None.

5.2.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, Impacts AQ-2, AQ-3, and AQ-4 related to air quality would be less than significant.

Impact AQ-1: Land use change of the Project would result in an exceedance of SCAG’s growth projections. There are no feasible mitigation measures available to reduce impacts related to the land use change associated with the Project. Therefore, the proposed Project would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable.

REFERENCES

City of Fontana. General Plan Update 2015-2035 Noise and Safety Element. 13 November 2018. Accessed from: <https://www.fontana.org/DocumentCenter/View/26750/Chapter-11---Noise-and-Safety>

City of Fontana. General Plan Update 2015-2035 Environmental Impact Report. 13 November 2018. Accessed from: <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

City of Fontana. Municipal Code. Accessed from: https://library.municode.com/ca/fontana/codes/code_of_ordinances?nodeId=CO_CH9ENPREEX_ARTVINCOCESUST_S9-71BUSCADUS

SCAQMD. WAIRE Implementation Guidelines. June 2021. Accessed from: <http://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/waire-implementation-guidelines.pdf?sfvrsn=12>

Southwest Industrial Park Specific Plan. 12 June 2012. Accessed from: <https://www.fontana.org/DocumentCenter/View/29312/Southwest-Industrial-Specific-Plan---Combined-Document>

Southwest Industrial Park (SWIP) Specific Plan Update and Annexation Public Review Draft Program Environmental Impact Report. 12 June 2012. Accessed from: <https://www.fontana.org/DocumentCenter/View/36382/SWIP-Public-Review-Draft-Program-EIR>

LSA. "Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report Poplar South Distribution Center Project." February 2023. Appendix B.

5.3 Biological Resources

5.3.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to biological resources. The information and analysis herein rely on the following technical reports and documents regarding the biological resources and conditions of the Project site.

- *General Biological Assessment for Assessor's Parcel Numbers 0237-171-01 through-19, 0237-172-01 through -12, -19, -22, -23, -26, through -28, and -30 through -33*; Hernandez Environmental Services; August 2022; Appendix C
- *Arborist Study and Tree Protection Plan*; Rico Ramirez; January 2022; Appendix D
- *City of Fontana General Plan Update 2015-2035*, Adopted November 2018
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report*, Certified November 2018
- *City of Fontana Code of Ordinances*
- *Southwest Industrial Park Specific Plan*, Adopted June 2012
- *Southwest Industrial Park Specific Plan Environmental Impact Report*, Certified October 2011

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulatory Setting

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 defines an endangered species as “any species which is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species which is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range.” Under provisions of Section 9(a)(1)(B) of the FESA, unless properly permitted, it is unlawful to “take” any endangered or threatened listed species. “Take” is defined in Section 3(18) of FESA as: “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Further, the USFWS, through regulation, has interpreted the terms “harm” and “harass” to include certain types of habitat modification as forms of “take.” These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action which could affect a federally listed plant or animal species, the property owner and agency are required to consult with USFWS pursuant to Section 7 of the FESA if there is a federal nexus, or consult with USFWS and potentially obtain a permit pursuant to Section 10 of the FESA in the absence of a federal nexus. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) protects individuals as well as any part, nest, or eggs of any bird listed as migratory. In practice, federal permits issued for activities that potentially impact migratory birds typically have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed.

If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.), and is based on the professional judgment of a monitoring biologist. A list of migratory bird species protected under the MBTA is published by USFWS.

5.3.2.2 State Regulatory Setting

California Endangered Species Act

Under the California's Endangered Species Act (CESA) (Fish and Game Code § 2050 et seq.), California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Informally listed species are not protected per se but warrant consideration in the preparation of biological resource assessments. For some species, the CNDDDB is only concerned with specific portions of the life history, such as roosts, rookeries, or nest areas. The California Department of Fish and Wildlife (CDFW) administers CESA and enforces relevant statutes from the California Fish and Game Code and Title 14 of the California Code of Regulations (CCR).

California Rare Plant Ranks (CRPR)

The California Native Plant Society (CNPS) maintains a list of special-status plant species based on collected scientific information. Although CNPS's designations have no legal status or protection under federal or state endangered species legislation (CNPS 2015), three designations meet the criteria of Section 15380 of the CEQA Guidelines—CRPR 1A, plants presumed extinct; CRPR 1B, plants rare, threatened, or endangered in California and elsewhere; and CRPR 2, plants rare, threatened, or endangered in California, but more numerous elsewhere.

California Fish and Game Code, Sections 3503.5, 3511, 3515

Section 3503.5 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.

Native Plant Protection Act of 1977

This act (Fish and Game Code § 1900 et seq.) directed CDFW to “preserve, protect and enhance rare and endangered plants in this State.” It gave the California Fish and Game Commission the power to designate native plants as “endangered” or “rare” and protect endangered and rare plants from take. CESA, which came later, entered all “rare” animals as “threatened” species, but not rare plants. Thus, there are three listings for plants in California: rare, threatened, and endangered. Because rare plants are not included in CESA, mitigation measures for impacts to rare plants are specified in a formal agreement between CDFW and the project proponent.

5.3.2.3 Local & Regional Regulatory Setting

City of Fontana General Plan

The City of Fontana General Plan contains the following policies related to biological resources that are applicable to the Project:

Conservation, Open Space, Parks and Trails Element

Goal 1 Fontana continues to preserve sensitive natural open space in the foothills of the San Gabriel Mountains and Jurupa Hills.

Policy

- Consider permanent protection for sensitive foothill lands through potential partnerships with conservation organizations or acquisition and deed restrictions.

Goal 2 Large city parks and open spaces include plantings and natural areas attractive to birds and other wildlife.

Policies

- Inform the public about the natural ecological character of Fontana.
- Use public open space to support wildlife habitat where appropriate.

Goal 3 Fontana has a healthy, drought-resistant urban forest.

Policies

- Support tree conservation and planting that enhances shade and drought resistance.
- Expand Fontana's tree canopy.

City of Fontana Municipal Code

Chapter 28, Article III – Preservation of Heritage, Significant and Specimen Trees: The purpose of this article is "... to establish regulations for the preservation and protection of heritage, significant and/or specimen trees within the city located on both private and public property. The city council finds that such trees are worthy of preservation in order to enhance the scenic beauty of the city, provide wind protection, prevent soil erosion, promote urban forestation, conserve the city's tree heritage for the benefit of all, and thereby promote the public health, safety and welfare."

5.3.3 ENVIRONMENTAL SETTING

The Project site is currently developed with residential uses and contains multiple non-native, ornamental trees. The approximately 19.08-acre project site consists of two rows of single-family residences north and south of Rose Avenue. The entire site is developed and contains ornamental vegetation in the yards of each house. Elevations on the site range from 1,003 feet above mean sea level (AMSL) to 1,023 feet AMSL. The Project site is bordered by a parking lot to the west and industrial development to the north, east, and south. According to the United States Department of Agriculture (USDA) Web Soil Survey, one soil class occurs on the Project site. Soils on the Project site are classified as: Tujunga loamy sand (TuB), 0 to 5 percent slopes.

The Project site is bound to the east by Poplar Avenue and Catawba Avenue to the west. The parcels adjacent to the Project site directly north and south are developed with industrial warehouses. The parcels adjacent to the Project site directly to the west are used for vehicle parking lot for trucks, trailers, RVs and cars.

Vegetation Communities and Land Covers

The Project site is dominated by one habitat type which includes approximately 19.08 acres of developed areas. Developed areas consist of two rows of single-family residences with associated ornamental vegetation and Rose Avenue. Plant species observed were primarily non-native, including the Aleppo pine (*Pinus halepensis*), deodar cedar (*Cedrus deodara*), century plant (*Agave americana*), tree of heaven (*Ailanthus altissima*), paper flower (*Bougainvillea glabra*), lemon-scented gum (*Corymbia citriodora*), weeping fig (*Ficus benjamina*), blue jacaranda (*Jacaranda mimosifolia*), crepe-myrtle (*Lagerstroemia indica*), southern magnolia (*Magnolia grandiflora*), chinaberry (*Melia azedarach*), oleander (*Nerium oleander*), blue myrtle cactus (*Myrtillocactus geometrizans*), and Mexican fan palm (*Washingtonia robus*).

Heritage, Significant, and Specimen Trees

Section 28-63 of the City’s Municipal Code includes the following species as protected trees: Oak (*Quercus sp.*), California Walnut (*Juglans Californica*), Western Sycamore (*Plantanus racemosa*), London Plane (*Platanus acerifolia*) or Deodora cedar (*Cedrus deodora*) that have at least one trunk (a) 6 inches in diameter at breast height (DBH) as measured four and one-half feet above mean natural grade or (b) a combination of any two trunks measuring a total of 8 inches in DBH as measured four and one-half feet above mean natural grade. According to the Arborist Study and Tree Protection Plan, none of the protected trees as defined by the City’s Municipal Code were found on the Project site (Ramirez 2023).

Special-Status Plant Species

A total of 16 plant species are listed as state and/or federally Threatened, Endangered, Rare, or Candidate species; or are 1B.1 listed plants on the CNPS Rare Plant Inventory. Table 5.3-1 shows special-status plant species known to exist in the region. No special-status plant species were observed onsite during the field survey. Additionally, based on habitat requirements for these species and the availability, the quality of onsite habitat, and the routine onsite disturbances, it was determined that no special-status plant species have potential to occur onsite and are all presumed absent (Hernandez 2022).

Table 5.3-1: Potential Special-Status Plant Species List

Species Name	Common Name	Status	Habitat	Potential to Occur
Abronia villosa var. aurita	chaparral sand-verbena	1B.1	Chaparral Coastal scrub Desert dunes	No suitable habitat occurs on the project site. This species is not present.
Ambrosia monogyra	singlewhorl burrobrush	2B.2	Chaparral Sonoran desert scrub	No suitable habitat occurs on the project site. This species is not present.
Ambrosia pumila	San Diego ambrosia	1B.1	Chaparral Coastal scrub Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
Arctostaphylos glandulosa ssp. gabrielensis	San Gabriel manzanita	1B.2	Chaparral	No suitable habitat occurs on the project site. This species is not present.
Arenaria paludicola	marsh sandwort	1B.1	Freshwater marsh Marsh & swamp Wetland	No suitable habitat occurs on the project

Species Name	Common Name	Status	Habitat	Potential to Occur
				site. This species is not present.
Astragalus hornii var. hornii	Horn's milk- vetch	1B.1	Alkali playa Meadow & seep Wetland	No suitable habitat occurs on the project site. This species is not present.
Berberis nevinii	Nevin's barberry	1B.1	Chaparral Cismontane woodland Coastal scrub Riparian scrub	No suitable habitat occurs on the project site. This species is not present.
Brodiaea filifolia	thread-leaved brodiaea	1B.1	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland Vernal pool Wetland	No suitable habitat occurs on the project site. This species is not present.
California Walnut Woodland	California Walnut Woodland	None	Cismontane woodland	Not present.
Calochortus palmeri var. palmeri	Palmer's mariposa-lily	1B.2	Chaparral Lower montane coniferous forest Meadow & seep	No suitable habitat occurs on the project site. This species is not present.
Calochortus plummerae	Plummer's mariposa-lily	4.2	Chaparral Cismontane woodland Coastal scrub Lower montane coniferous forest Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
Calochortus weedii var. intermedius	intermediate mariposa-lily	1B.2	Chaparral Coastal scrub Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
Carex comosa	bristly sedge	2B.1	Coastal prairie Freshwater marsh Marsh & swamp Valley & foothill grassland Wetland	No suitable habitat occurs on the project site. This species is not present.
Castilleja lasiorhyncha	San Bernardino Mountains owl's-clover	1B.2	Chaparral Meadow & seep Pavement plain Riparian woodland Upper montane coniferous forest Wetland	No suitable habitat occurs on the project site. This species is not present.
Centromadia pungens ssp. laevis	smooth tarplant	1B.1	Alkali playa Chenopod scrub Meadow & seep Riparian woodland Valley & foothill grassland Wetland	No suitable habitat occurs on the project site. This species is not present.
Chloropyron maritimum ssp. maritimum	salt marsh bird's-beak	1B.2	Coastal dunes Marsh & swamp Salt marsh Wetland	No suitable habitat occurs on the project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Chorizanthe parryi var. parryi	Parry's spineflower	1B.1	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
Chorizanthe xanti var. leucotheca	white-bracted spineflower	1B.2	Coastal scrub Mojavean desert scrub Pinon & juniper woodlands	No suitable habitat occurs on the project site. This species is not present.
Cladium californicum	California saw-grass	2B.2	Alkali marsh Freshwater marsh Meadow & seep Wetland	No suitable habitat occurs on the project site. This species is not present.
Claytonia peirsonii ssp. peirsonii	Peirson's spring beauty	1B.2	Subalpine coniferous forest Upper montane coniferous forest	No suitable habitat occurs on the project site. This species is not present.
Coastal and Valley Freshwater Marsh	Coastal and Valley Freshwater Marsh	None	Marsh & swamp Wetland	Not present.
Cuscuta obtusiflora var. glandulosa	Peruvian dodder	2B.2	Marsh & swamp Wetland	No suitable habitat occurs on the project site. This species is not present.
Dodecahema leptoceras	slender- horned spineflower	1B.1	Chaparral Cismontane woodland Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Dudleya multicaulis	many- stemmed dudleya	1B.2	Chaparral Coastal scrub Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
Eriastrum densifolium ssp. sanctorum	Santa Ana River woollystar	1B.1	Chaparral Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Eriogonum microthecum var. johnstonii	Johnston's buckwheat	1B.3	Limestone Subalpine coniferous forest Upper montane coniferous forest	No suitable habitat occurs on the project site. This species is not present.
Fimbristylis thermalis	hot springs fimbristylis	2B.2	Meadow & seep Wetland	No suitable habitat occurs on the project site. This species is not present.
Galium californicum ssp. primum	Alvin Meadow bedstraw	1B.2	Chaparral Lower montane coniferous forest	No suitable habitat occurs on the project site. This species is not present.
Helianthus nuttallii ssp. parishii	Los Angeles sunflower	1A	Freshwater marsh Marsh & swamp Salt marsh Wetland	No suitable habitat occurs on the project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Horkelia cuneata var. puberula	mesa horkelia	1B.1	Chaparral Cismontane woodland Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Imperata brevifolia	California satintail	2B.1	Chaparral Coastal scrub Meadow & seep Mojavean desert scrub Riparian scrub Wetland	No suitable habitat occurs on the project site. This species is not present.
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	1B.1	Alkali playa Marsh & swamp Salt marsh Vernal pool Wetland	No suitable habitat occurs on the project site. This species is not present.
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	4.3	Chaparral Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Lilium parryi	lemon lily	1B.2	Lower montane coniferous forest Meadow & seep Riparian forest Upper montane coniferous forest Wetland	No suitable habitat occurs on the project site. This species is not present.
Linanthus concinnus	San Gabriel linanthus	1B.2	Chaparral Lower montane coniferous forest Upper montane coniferous forest	No suitable habitat occurs on the project site. This species is not present.
Lycium parishii	Parish's desert-thorn	2B.3	Coastal scrub Sonoran desert scrub	No suitable habitat occurs on the project site. This species is not present.
Malacothamnus parishii	Parish's bush-mallow	1A	Chaparral Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Monardella australis ssp. jokerstii	Jokerst's monardella	1B.1	Chaparral Lower montane coniferous forest	No suitable habitat occurs on the project site. This species is not present.
Monardella pringlei	Pringle's monardella	1A	Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Muhlenbergia californica	California muhly	4.3	Chaparral Coastal scrub Lower montane coniferous forest Meadow & seep	No suitable habitat occurs on the project site. This species is not present.
Muhlenbergia utilis	aparejo grass	2B.2	Chaparral Cismontane woodland Coastal scrub Marsh & swamp Meadow & seep Ultramafic	No suitable habitat occurs on the project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Nasturtium gambelii</i>	Gambel's water cress	1B.1	Brackish marsh Freshwater marsh Marsh & swamp Wetland	No suitable habitat occurs on the project site. This species is not present.
<i>Navarretia prostrata</i>	prostrate vernal pool navarretia	1B.2	Coastal scrub Meadow & seep Valley & foothill grassland Vernal pool Wetland	No suitable habitat occurs on the project site. This species is not present.
<i>Opuntia basilaris</i> var. <i>brachyclada</i>	short-joint beavertail	1B.2	Chaparral Joshua tree woodland Mojavean desert scrub Pinon & juniper woodlands	No suitable habitat occurs on the project site. This species is not present.
<i>Oreonana vestita</i>	woolly mountain-parsley	1B.3	Lower montane coniferous forest Subalpine coniferous forest Upper montane coniferous forest	No suitable habitat occurs on the project site. This species is not present.
<i>Phacelia stellaris</i>	Brand's star phacelia	1B.1	Coastal dunes Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
<i>Pseudognaphalium leucocephalum</i>	white rabbit-tobacco	2B.2	Chaparral Cismontane woodland Coastal scrub Riparian woodland	No suitable habitat occurs on the project site. This species is not present.
<i>Ribes divaricatum</i> var. <i>parishii</i>	Parish's gooseberry	1A	Riparian woodland	No suitable habitat occurs on the project site. This species is not present.
Riversidian Alluvial Fan Sage Scrub	Riversidian Alluvial Fan Sage Scrub	None	Coastal scrub	Not present.
<i>Sagittaria sanfordii</i>	Sanford's arrowhead	1B.2	Marsh & swamp Wetland	No suitable habitat occurs on the project site. This species is not present.
<i>Schoenus nigricans</i>	black bog-rush	2B.2	Marsh & swamp Wetland	No suitable habitat occurs on the project site. This species is not present.
<i>Senecio aphanactis</i>	chaparral ragwort	2B.2	Chaparral Cismontane woodland Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
<i>Sidalcea neomexicana</i>	salt spring checkerbloom	2B.2	Alkali playa Chaparral Coastal scrub Lower montane coniferous forest Mojavean desert scrub Wetland	No suitable habitat occurs on the project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Southern California Arroyo Chub/Santa Ana Sucker Stream	Southern California Arroyo Chub/Santa Ana Sucker Stream	None		Not present.
Southern Cottonwood Willow Riparian Forest	Southern Cottonwood Willow Riparian Forest	None	Riparian forest	Not present.
Southern Riparian Forest	Southern Riparian Forest	None	Riparian forest	Not present.
Southern Riparian Scrub	Southern Riparian Scrub	None	Riparian scrub	Not present.
Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	None	Riparian woodland	Not present.
Southern Willow Scrub	Southern Willow Scrub	None	Riparian scrub	Not present.
Sphenopholis obtusata	prairie wedge grass	2B.2	Cismontane woodland Meadow & seep Wetland	No suitable habitat occurs on the project site. This species is not present.
Streptanthus bernardinus	Laguna Mountains jewelflower	4.3	Chaparral Lower montane coniferous forest Upper montane coniferous forest	No suitable habitat occurs on the project site. This species is not present.
Streptanthus campestris	southern jewelflower	1B.3	Chaparral Lower montane coniferous forest Pinon & juniper woodlands	No suitable habitat occurs on the project site. This species is not present.
Symphotrichum defoliatum	San Bernardino aster	1B.2	Cismontane woodland Coastal scrub Lower montane coniferous forest Marsh & swamp Meadow & seep Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
Viola pinetorum ssp. grisea	grey-leaved violet	1B.2	Meadow & seep Subalpine coniferous forest Upper montane coniferous forest	No suitable habitat occurs on the project site. This species is not present.

Source: General Biological Assessment (Appendix C)

U.S. Fish and Wildlife Service (Fed)- Federal: END-Federal Endangered, THR- Federal threatened; California Department of Fish and Wildlife (CA)- California: END-California Endangered, THR-California Threatened, Candidate-Candidate for listing under the California Endangered Species Act, FP-California Fully Protected, SSC- Species of Special Concern, WL- Watch List; California Native Plant Society (CNPS) *California Rare Plant Rank*: 1B- Plants Rare, Threatened, or Endangered in California or Elsewhere, 2B-Plants Rare, Threatened, or Endangered in California, but more common elsewhere, 3- Plants about which more information is needed- a review list, 4- Plants of Limited Distribution- a watch list; CNPS Threat Ranks: 0.1-seriously threatened in California, 0.2-moderately threatened in California, 0.3- not very threatened in California

Special-Status Wildlife Species

Sensitive animal species include federally, and state listed endangered and threatened species, candidate species for listing by USFWS or CDFW, and/or are species of special concern (SSC) pursuant to CDFW. Sixteen special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site, based on the literature review, but none of the species were observed during biological surveys. Table 5.3-2 shows special-status animal species which were previously recorded within the Fontana quadrangle and their potential to occur onsite.

Table 5.3-2 Potential Special Status Animal Species List

Species Name	Common Name	Status	Habitat	Potential to Occur
Accipiter cooperii	Cooper's hawk	CDFW_WL-Watch List IUCN_LC-Least Concern	Cismontane woodland Riparian forest Riparian woodland Upper montane coniferous forest	No suitable habitat occurs on the project site. This species is not present.
Agelaius tricolor	tricolored blackbird	State- Threatened BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_EN-Endangered NABCI_RWL-Red Watch List USFWS_BCC-Birds of Conservation Concern	Freshwater marsh Marsh & swamp Swamp Wetland	No suitable habitat occurs on the project site. This species is not present.
Aimophila ruficeps canescens	southern California rufous-crowned sparrow	CDFW_WL-Watch List	Chaparral Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Anniella stebbinsi	Southern California legless lizard	CDFW_SSC-Species of Special Concern USFS_S-Sensitive	Broadleaved upland forest Chaparral Coastal dunes Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Arizona elegans occidentalis	California glossy snake	CDFW_SSC-Species of Special Concern		No suitable habitat occurs on the project site. This species is not present.
Artemisospiza belli belli	Bell's sage sparrow	CDFW_WL-Watch List USFWS_BCC-	Chaparral Coastal scrub	No suitable habitat occurs on the project site. This

Species Name	Common Name	Status	Habitat	Potential to Occur
		Birds of Conservation Concern		species is not present.
Aspidoscelis hyperythra	orange-throated whiptail	CDFW_WL-Watch List IUCN_LC-Least Concern USFS_S-Sensitive	Chaparral, Cismontane woodland, Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Aspidoscelis tigris stejnegeri	coastal whiptail	CDFW_SSC-Species of Special Concern		No suitable habitat occurs on the project site. This species is not present.
Athene cunicularia	burrowing owl	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	Coastal prairie, Coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
Batrachoseps gabrieli	San Gabriel slender salamander	IUCN_DD-Data Deficient USFS_S-Sensitive	Talus slope	No suitable habitat occurs on the project site. This species is not present.
Bombus crotchii	Crotch bumble bee			No suitable habitat occurs on the project site. This species is not present.
Buteo swainsoni	Swainson's hawk	State- Threatened BLM_S-Sensitive IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
Catostomus santaanae	Santa Ana sucker	Federal-Threatened AFS_TH-Threatened IUCN_VU-Vulnerable	Aquatic, South coast flowing waters	No suitable habitat occurs on the project site. This species is not present.
				No suitable habitat occurs on the

Species Name	Common Name	Status	Habitat	Potential to Occur
Ceratochrysis longimala	Desert cuckoo wasp			project site. This species is not present.
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	CDFW_SSC- Species of Special Concern	Chaparral, Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Chaetodipus fallax pallidus	pallid San Diego pocket mouse	CDFW_SSC- Species of Special Concern	Desert wash, Pinon & juniper woodlands, Sonoran desert scrub	No suitable habitat occurs on the project site. This species is not present.
Charina umbratica	southern rubber boa	State- Threatened USFS_S- Sensitive	Meadow & seep, Riparian forest, Riparian woodland, Upper montane coniferous forest, Wetland	No suitable habitat occurs on the project site. This species is not present.
Cicindela tranquebarica viridissima	greenest tiger beetle		Riparian woodland	No suitable habitat occurs on the project site. This species is not present.
Coccyzus americanus occidentalis	western yellow-billed cuckoo	State- Threatened Federal- Endangered BLM_S- Sensitive NABCI_RWL- Red Watch List USFS_S- Sensitive USFWS_BCC- Birds of Conservation Concern	Riparian forest	No suitable habitat occurs on the project site. This species is not present.
Coleonyx variegatus abbotti	San Diego banded gecko	CDFW_SSC- Species of Special Concern	Chaparral, Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Coturnicops noveboracensis	yellow rail	CDFW_SSC- Species of Special Concern IUCN_LC- Least Concern NABCI_RWL- Red Watch List USFS_S-	Freshwater marsh, Meadow & seep	No suitable habitat occurs on the project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
		Sensitive USFWS_BCC- Birds of Conservation Concern		
Crotalus ruber	red-diamond rattlesnake	CDFW_SSC- Species of Special Concern USFS_S- Sensitive	Chaparral, Mojavean desert scrub, Sonoran desert scrub	No suitable habitat occurs on the project site. This species is not present.
Diadophis punctatus modestus	San Bernardino ringneck snake	USFS_S- Sensitive		No suitable habitat occurs on the project site. This species is not present.
Dipodomys merriami parvus	San Bernardino kangaroo rat	Federal- Endangered State- Candidate Endangered CDFW_SSC- Species of Special Concern	Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Dipodomys stephensi	Stephens' kangaroo rat	Federal- Endangered State-Threatened IUCN_EN- Endangered	Coastal scrub, Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
Empidonax traillii extimus	southwestern willow flycatcher	State and Federal- Endangered NABCI_RWL- Red Watch List	Riparian woodland	No suitable habitat occurs on the project site. This species is not present.
Emys marmorata	western pond turtle	BLM_S- Sensitive CDFW_SSC- Species of Special Concern IUCN_VU- Vulnerable USFS_S- Sensitive	Aquatic, Artificial flowing waters, Klamath/North coast flowing waters, Klamath/North coast standing waters, Marsh & swamp, Sacramento/S an Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland	No suitable habitat occurs on the project site. This species is not present.
Eremophila alpestris actia	California horned lark	CDFW_WL- Watch List IUCN_LC- Least Concern	Marine intertidal & splash zone communities, Meadow & seep	No suitable habitat occurs on the project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Euchloe hyantis andrewsi</i>	Andrew's marble butterfly		Lower montane coniferous forest	No suitable habitat occurs on the project site. This species is not present.
<i>Eugnosta busckana</i>	Busck's gallmoth		Coastal dunes, Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
<i>Eumops perotis californicus</i>	western mastiff bat	BLM_S-Sensitive CDFW_SSC-Species of Special Concern WBWG_H-High Priority	Chaparral, Cismontane woodland, Coastal scrub, Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
<i>Euphydryas editha quino</i>	quino checkerspot butterfly	Federal- Endangered	Chaparral, Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
<i>Falco columbarius</i>	merlin	CDFW_WL-Watch List IUCN_LC-Least Concern	Estuary, Great Basin grassland, Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
<i>Gila orcuttii</i>	Arroyo chub	AFS_VU-Vulnerable CDFW_SSC-Species of Special Concern USFS_S-Sensitive	Aquatic, South coast flowing waters	No suitable habitat occurs on the project site. This species is not present.
<i>Glaucomys oregonensis californicus</i>	San Bernardino flying squirrel	CDFW_SSC-Species of Special Concern USFS_S-Sensitive	Broadleaved upland forest, Lower montane coniferous forest	No suitable habitat occurs on the project site. This species is not present.
<i>Icteria virens</i>	yellow-breasted chat	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Riparian forest, Riparian scrub, Riparian woodland	No suitable habitat occurs on the project site. This species is not present.
<i>Lanius ludovicianus</i>	loggerhead shrike	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Broadleaved upland forest, Desert wash, Joshua tree woodland, Mojavean desert scrub, Pinon & juniper woodlands, Riparian	No suitable habitat occurs on the project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
		USFWS_BCC- Birds of Conservation Concern	woodland, Sonoran desert scrub	
Lasiurus xanthinus	western yellow bat	CDFW_SSC- Species of Special Concern IUCN_LC- Least Concern WBWG_H- High Priority	Desert wash	No suitable habitat occurs on the project site. This species is not present.
Laterallus jamaicensis coturniculus	California black rail	State Threatened BLM_S- Sensitive CDFW_FP- Fully Protected IUCN_NT-Near Threatened NABCI_RWL- Red Watch List USFWS_BCC- Birds of Conservation Concern	Brackish marsh, Freshwater marsh, Marsh & swamp, Salt marsh, Wetland	No suitable habitat occurs on the project site. This species is not present.
Lepus californicus bennettii	San Diego black-tailed jackrabbit		Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Neolarra alba	white cuckoo bee			No suitable habitat occurs on the project site. This species is not present.
Neotoma lepida intermedia	San Diego desert woodrat	CDFW_SSC- Species of Special Concern	Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Nyctinomops femorosaccus	pocketed free- tailed bat	CDFW_SSC- Species of Special Concern IUCN_LC- Least Concern WBWG_M- Medium Priority	Joshua tree woodland, Pinon & juniper woodlands, Riparian scrub, Sonoran desert scrub	No suitable habitat occurs on the project site. This species is not present.
Oncorhynchus mykiss irideus pop. 10	steelhead - southern California DPS	Federal- Endangered AFS_EN- Endangered	Aquatic, South coast flowing waters	No suitable habitat occurs on the project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Onychomys torridus ramona	southern grasshopper mouse	CDFW_SSC- Species of Special Concern	Chenopod scrub	No suitable habitat occurs on the project site. This species is not present.
Ovis canadensis nelsoni	desert bighorn sheep	BLM_S- Sensitive CDFW_FP- Fully Protected USFS_S- Sensitive	Alpine, Alpine dwarf scrub, Chaparral, Chenopod scrub, Great Basin scrub, Mojavean desert scrub, Montane dwarf scrub, Pinon & juniper woodlands, Riparian woodland, Sonoran desert scrub	No suitable habitat occurs on the project site. This species is not present.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	CDFW_SSC- Species of Special Concern	Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Phrynosoma blainvillii	coast horned lizard	BLM_S- Sensitive CDFW_SSC- Species of Special Concern IUCN_LC-Least Concern	Chaparral, Cismontane woodland, Coastal bluff scrub, Coastal scrub, Desert wash, Pinon & juniper woodlands, Riparian scrub, Riparian woodland, Valley & foothill grassland	No suitable habitat occurs on the project site. This species is not present.
Polioptila californica californica	coastal California gnatcatcher	Federal- Threatened CDFW_SSC- Species of Special Concern NABCI_YWL- Yellow Watch List	Coastal bluff scrub, Coastal scrub	No suitable habitat occurs on the project site. This species is not present.
Rana muscosa	southern mountain yellow-legged frog	Federal and State - Endangered CDFW_WL- Watch List IUCN_EN- Endangered USFS_S- Sensitive	Aquatic	No suitable habitat occurs on the project site. This species is not present.
Rhaphiomidas terminatus abdominalis	Delhi Sands flower-loving fly	Federal- Endangered	Interior dunes	No suitable habitat occurs on the project site. This species is not present.
Rhinichthys osculus ssp. 8	Santa Ana speckled dace	AFS_TH- Threatened	Aquatic, South coast flowing waters	No suitable habitat occurs on the

Species Name	Common Name	Status	Habitat	Potential to Occur
		CDFW_SSC- Species of Special Concern USFS_S- Sensitive		project site. This species is not present.
Setophaga petechia	yellow warbler	CDFW_SSC- Species of Special Concern USFWS_BCC- Birds of Conservation Concern	Riparian forest, Riparian scrub, Riparian woodland	No suitable habitat occurs on the project site. This species is not present.
Spea hammondii	western spadefoot	BLM_S- Sensitive CDFW_SSC- Species of Special Concern IUCN_NT-Near Threatened	Cismontane woodland, Coastal scrub, Valley & foothill grassland, Vernal pool, Wetland	No suitable habitat occurs on the project site. This species is not present.
Spinus lawrencei	Lawrence's goldfinch	IUCN_LC-Least Concern NABCI_YWL- Yellow Watch List USFWS_BCC- Birds of Conservation Concern	Broadleaved upland forest, Chaparral, Pinon & juniper woodlands, Riparian woodland	No suitable habitat occurs on the project site. This species is not present.
Streptocephalus woottoni	Riverside fairy shrimp	Federal- Endangered IUCN_EN- Endangered	Coastal scrub, Valley & foothill grassland, Vernal pool, Wetland	No suitable habitat occurs on the project site. This species is not present.
Taxidea taxus	American badger	CDFW_SSC- Species of Special Concern IUCN_LC-Least Concern	Alkali marsh, Alkali playa, Alpine, Alpine dwarf scrub, Bog & fen, Brackish marsh, Broadleaved upland forest, Chaparral, Chenopod scrub, Cismontane woodland, Closed-cone coniferous forest, Coastal bluff scrub, Coastal dunes, Coastal prairie, Coastal scrub Desert dunes, Desert wash, Freshwater marsh Great Basin grassland, Great Basin	No suitable habitat occurs on the project site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Thamnophis hammondi	two-striped gartersnake	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	Marsh & swamp, Riparian scrub, Riparian woodland, Wetland	No suitable habitat occurs on the project site. This species is not present.
Vireo bellii pusillus	least Bell's vireo	Federal and State-Endangered IUCN_NT-Near Threatened NABCI_YWL-Yellow Watch List	Riparian forest, Riparian scrub, Riparian woodland	No suitable habitat occurs on the project site. This species is not present.

Source: General Biological Assessment (Appendix C)
 U.S. Fish and Wildlife Service (Fed)- Federal: END-Federal Endangered, THR- Federal threatened; California Department of Fish and Wildlife (CA)- California: END-California Endangered, THR-California Threatened, Candidate-Candidate for listing under the California Endangered Species Act, FP-California Fully Protected, SSC- Species of Special Concern, WL- Watch List

Jurisdictional Waters and Wetlands

No jurisdictional drainage or wetland features were observed on the Project site during the field investigation.

Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, which are often hillsides or tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

The Project site has not been identified as occurring within a wildlife corridor or linkage. Furthermore, the Project site has been heavily disturbed and is isolated from regional wildlife corridors and linkages. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (Hernandez, 2022).

Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 0.60 miles south of the Project site for Coastal California gnatcatcher within a mountain range.

5.3.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- BIO-1 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; or
- BIO-2 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 US Fish and Wildlife Service; or
- BIO-3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; or
- BIO-4 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; or
- BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5.3.5 METHODOLOGY

The analysis within this Draft EIR section is based on the biological studies completed for the Project site: Habitat Assessment, Arborist Report, the City of Fontana's General Plan Update, and the City of Fontana Municipal Code. The assessments are based on literature review of biological resources occurring within the Project site and surrounding vicinity. The literature review was based on the review of the following: California Natural Diversity Database, USFWS Endangered Species Lists, and the California Native Plant Society's (CNPS) Rare Plant Inventory to obtain species information for the project area. A general biological field survey was conducted to document existing conditions within the Project site and surrounding lands. An Arborist survey was conducted to comply with the City of Fontana's Preservation of Heritage, Significant and Specimen Tree Ordinance.

5.3.6 ENVIRONMENTAL IMPACTS

IMPACT BIO-1: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U. S. WILDLIFE SERVICE?

No Impact.

Plant Species

As described above, no special-status plants were detected on the Project site during the field survey and no special-status plant species are expected to occur on the Project site due to the absence of suitable habitat. As a result, Project development and operation would not result in a substantial adverse effect either

directly or indirectly, or through habitat modification, on any plant species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulation or by the CDFW or USFWS. Therefore, no impact would result from Project development and operation.

Animal Species

No animal species listed as state and/or federal Threatened, Endangered, or Candidate were detected on the site during the reconnaissance surveys. Furthermore, no sensitive animal species have been determined to have the potential to occur on site due to lack of suitable habitat. Therefore, the development of the Project would not result in a substantial adverse effect, either directly or through habitat modification, on any animal species identified as a Threatened, Endangered, or Candidate species in local or regional plans, policies, regulation or by the CDFW or USFWS. Hence, there would be no impact to sensitive animal species or their habitat.

IMPACT BIO-2: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, AND REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U. S. FISH AND WILDLIFE SERVICE?

No Impact. The General Biological Assessment describes that the Project site does not contain any drainage, riparian, or riverine features (Appendix C). The Project site is not located within federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 0.60 miles south of the Project site for Coastal California gnatcatcher within a mountain range. Therefore, the Project would not result in impacts related to riparian habitat or other sensitive natural community.

IMPACT BIO-3: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON STATE OR FEDERALLY PROTECTED WETLANDS (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?

No Impact. As described in the previous response, the Project site does not include any wetlands or vernal pools. As stated above, there are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the Project site boundaries. Therefore, the Project would not impact federally protected wetlands.

IMPACT BIO-4: WOULD THE PROJECT INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?

Less than Significant with Mitigation Incorporated. No wildlife corridors are located on the Project site. However, The Project site contains shrubs and trees that can support nesting birds and raptors protected under the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. The Biological Assessment prepared for the Project site indicates that grading activities or vegetation removal during the nesting bird season of February 1 through September 15 might result in potential impacts to nesting birds. Therefore, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-1 has been included to require a nesting bird survey to be conducted three days prior to initiating vegetation clearing. If an active nest is observed, BIO-1 requires buffering and other adaptive mitigation techniques deemed necessary by a qualified biologist to ensure that impacts to nesting birds are avoided until the nest is no longer active. With the implementation

of Mitigation Measure BIO-1, impacts related to nesting birds would be reduced to a less than significant level.

IMPACT BIO-5: WOULD THE PROJECT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

No Impact. The City of Fontana’s Municipal Code, Chapter 28, Article III, Preservation of Heritage, Significant and Specimen Trees establishes regulations for the preservation of any tree defined by the ordinance as heritage, significant, or specimen, and endangered species as specified by federal or state stature. Removal or relocation of any heritage, significant, or specimen tree requires prior authorization from the Community Development Department of the City through a permit process and planting of a replacement tree designated by the designated staff. City of Fontana municipal code also requires that any other living tree that is not classified as heritage, significant, or specimen tree must be replaced.

The Project site was surveyed by a qualified arborist and there were no protected trees pursuant to Chapter 28 Article III of the City’s Municipal Code found on site (Ramirez 2022). Therefore, the Project would have no impacts regarding any local polices or ordinances protecting biological resources. All non-heritage, significant, or specimen trees to be removed would be replaced in accordance with city municipal code.

IMPACT BIO-6: WOULD THE PROJECT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL CONSERVATION COMMUNITY PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE CONSERVATION PLAN?

No Impact. The Project site is not located within the boundary of an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). Thus, no impact would occur in this regard.

5.3.7 CUMULATIVE IMPACTS

The cumulative study area for purposes of biological resources would be the area surrounding the Project site, as well as the larger SWIP SP planning area and city. This cumulative impact analysis for biological resources considers development of the proposed Project in conjunction with other development projects as well as the projects identified in Section 5.0, *Environmental Impact Analysis*, Table 5-1, *Cumulative Projects*. None of the projects identified in Table 5-1 are proposed adjacent to the Project site. However, there are multiple cumulative projects within the Fontana area, in the general vicinity of the Project.

The proposed Project would not have significant impacts related to jurisdictional waters, wildlife movement, local ordinances or regulations protecting biological resources, habitat conservation plans, plant communities, and habitat fragmentation. In addition, although the proposed Project could have significant impacts to nesting birds, compliance with mitigation measures BIO-1 would reduce impacts to less than significant levels.

The cumulative projects would be required to comply with applicable survey requirements pursuant to the MBTA, the City of Fontana, and mitigation for biological resources. Since all projects would be required to implement their respective mitigation measures, their contribution would not be cumulatively considerable. There are no projects that would, in combination with the Project, produce a significant impact to biological resources.

5.3.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- Federal Endangered Species Act
- Clean Water Act
- Migratory Bird Treaty Act

State

- California's Endangered Species Act
- California Fish and Game Code

Local

- Ordinance Number 1126 Regulating the Removal of Trees

Plans, Programs, or Policies (PPPs)

PPP BIO-1: City of Fontana Ordinance No. 1126. Establishes regulations for the preservation of any tree defined by the ordinance as heritage, significant, or specimen, and endangered species as specified by federal or state statute. Removal or relocation of any heritage, significant, or specimen tree requires prior authorization from the Community Development Department of the City through a permit process and planting of a replacement tree designated by the designated staff. City of Fontana municipal code also requires that any other living tree that is not classified as heritage, significant, or specimen tree must be replaced.

PPP BIO-2: California Fish and Game Code, Sections 3503.5, 3511, 3515. Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.

5.3.9 PROJECT DESIGN FEATURES

None.

5.3.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

Impact BIO-4 Impacts related to the movement of migratory wildlife.

The following would result in **no impacts**:

- Impact BIO-1 Impacts to threatened or endangered species.
- Impact BIO-2 Impacts to riparian habitat or sensitive communities.
- Impact BIO-3 Impacts to state or federally protected wetlands.
- Impact BIO-5 Impacts related to conflict with local policies or ordinances.
- Impact BIO-6 Impacts related to conflict with a habitat conservation plan.

5.3.11 MITIGATION MEASURES

Mitigation Measure BIO-1: Nesting Bird Survey. Vegetation removal should occur outside of the nesting bird season (generally between February 1 and September 15). If vegetation removal is required during the nesting bird season, the applicant must conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside of a 200-foot buffer around the active nests. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and San Bernardino County Environmental Planning and Maintenance Division verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.

5.3.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures listed above, and existing regulations would reduce potential impacts associated with biological resources to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to biological resources would occur.

REFERENCES

California Department of Fish and Wildlife. "California Regional Conservation Plans." April 2019. <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>

Hernandez Environmental Services. "General Biological Assessment for Assessor's Parcel Numbers 0237-171-01 through -19, 0237-172-01 through -12, -19, -22, -23, -26, through -28, and -30 through -33." August 2022. Appendix C.

City of Fontana General Plan. Accessed: 9 January 2023. <https://www.fontana.org/DocumentCenter/View/28271/Complete-Document---Approved-General-Plan-Documents-11-13-2018>

City of Fontana General Plan Final Program Environmental Impact Report. Accessed: 9 January 2023. <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

Ramirez, Rico. "Arborist Study and Tree Protection Plan" January 2023. Appendix D.

Southwest Industrial Park Specific Plan. Accessed: 9 January 2023.
<https://www.fontana.org/DocumentCenter/View/29312/Southwest-Industrial-Specific-Plan---Combined-Document>

Southwest Industrial Park Specific Plan Environmental Impact Report. Accessed: 9 January 2023.
<https://www.fontana.org/DocumentCenter/View/36382/SWIP-Public-Review-Draft-Program-EIRUnited>

States, Fish and Wildlife Service. "National Wetlands Inventory." 20 May 2022.
<https://www.fws.gov/wetlands/data/mapper.html>

5.4 Cultural Resources

5.4.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to cultural resources, which include built and subsurface historic and archaeological resources. The analysis in this section is based, in part, on the following documents and resources:

- *Cultural Resources Study for the Poplar South Distribution Center Project*; Brian F. Smith and Associates; 5 August 2022; Appendix E
- *Historical Resource Summary: 11005-11093 Poplar Avenue, 15731-15878 Rose Avenue, 11006-11098 Catawba Avenue, Fontana, California*; Urbana Preservation and Planning; 2 November 2022; Appendix F
- *City of Fontana General Plan Update 2015-2035*, Adopted November 2018
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report*, Certified November 2018
- *City of Fontana Code of Ordinances*

In accordance with Public Resources Code Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

5.4.2 REGULATORY SETTING

5.4.2.1 Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established the National Register of Historic Places (National Register), which is the official register of designated historic places. The National Register is administered by the National Park Service, and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

- a) Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- b) Properties that are associated with the lives of persons significant in our past;
- c) Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic "integrity," which is "the ability of a property to convey its significance." The National Register criteria

recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the National Register as significant historical resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the National Register.

Properties listed in or eligible for listing in the National Register are also eligible for listing in the California Register, and as such, are considered historical resources for CEQA purposes.

5.4.2.2 State Regulations

California Register of Historical Resources

Eligibility for inclusion in the California Register is determined by applying the following criteria:

- 1) It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- 2) It is associated with the lives of persons important in California's past;
- 3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
- 4) It has yielded or is likely to yield information important in prehistory or history. The Register includes properties which are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1).

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

California Health and Safety Code Section 7050.5

Health and Safety Code Section 7050.5(b) and (c) provides that if human remains are discovered, excavation or disturbance in the vicinity of human remains shall cease until the County Coroner is contacted and has reviewed the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

Public Resources Code Section 5097.98

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the Coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the

treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

CEQA Guidelines Section 15064.5

Section 15064.5 provides guidelines for determining the significance of impacts to archaeological and historical resources. The section provides the definition of historical resources, and how to analyze impacts to resources that are designated or eligible for designation as a historical resource. Section 15064.5 additionally provides provisions for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

5.4.2.3 Local Regulations

Fontana General Plan

The City of Fontana General Plan contains the following goals and policies related to cultural resources that are applicable to the Project:

Community and Neighborhoods Element

Goal 1 The integrity and character of historic structures, and cultural resources sites within the City of Fontana are preserved.

Policies

- Coordinate city programs and policies to support preservation goals.
- Support and promote community-based historic preservation initiatives.
- Collaborate with the Native American Heritage Commission (NAHC) and local tribal organizations about land development that may affect Native American cultural resources and artifacts.

Goal 2 Residents' and visitors' experience of Fontana is enhanced by a sense of the city's history.

Policies

- Enhance public awareness of Fontana's unique historical and cultural legacy and the economic benefits of historic preservation in Fontana.
- Support creation of the Fontana Historical Museum.

Goal 3 Archaeological resources are protected and preserved.

Policy

- Collaborate with state archaeological agencies to protect resources.

City of Fontana Municipal Code

Fontana Municipal Code Sections 5.351 – 5.365, *Preservation of Historic Resources*, establishes provisions for the identification, preservation, and protection of historic, archaeological and cultural resources within the City.

5.4.3 ENVIRONMENTAL SETTING

Historic

In 1903, San Bernardino contractor and agriculturist A.B. Miller and his Fontana Development Company purchased Rosena, a settlement platted by the Semi-Tropic Land and Water Company in 1887. By 1905, he and the Fontana Development Company had begun developing a farming complex that included an

assortment of barns, dining rooms, a 200-man bunk house, a kitchen, a company store, as well as the ranch house used by the foreman. By 1906, Miller had also taken over the remainder of the Semi-Tropic Land and Water Company assets and created the Fontana Farms Company and the Fontana Land Company. Afterward, Miller oversaw the construction of an irrigation system that utilized the water from Lytle Creek. (BFSA 2022a, pp. 14)

In 1913, the town of Fontana was platted between Foothill Boulevard and the Santa Fe railroad tracks. During this period, a large chunk of the land to the south of the Fontana townsite was utilized as a hog farm, while the remainder of the Fontana Farms Company land was subdivided into small farms. The smaller “starter farms” were approximately 2.5 acres and the new owner was able to choose between grapevines or walnut trees, all supplied by the Fontana Farms nursery. (BFSA 2022a, pp. 14)

In 1926, the National Old Trails (N.O.T.) alignment running through Fontana became part of the newly created U.S. Highway 66. By 1930 the Fontana Company had subdivided more than three thousand homesteads, half occupied by full-time settlers. Kaiser Steel was founded in Fontana in the 1940s and became one of the main producers of steel west of the Mississippi River. To provide for his workers’ health needs, Henry J. Kaiser constructed the Fontana Kaiser Permanente medical facility, which is now the largest managed care organization in the United States. (BFSA 2022a, pp. 14-15)

The Kaiser Steel plant led to huge boom in population due to steel workers migrating to the area. The additional increased immigration to the area during and after the first world war created a housing boom. The city of Fontana was incorporated on June 25, 1952 and shortly after, the freeway system in Los Angeles began to divert traffic away from Route 66 and away from Fontana. Kaiser steel closed in the 1980s and Fontana transitioned to being a transportation hub for trucking due to the number of highways that intersect in the area (BFSA 2022a, pp. 15-18)

Between 1980 and 1987, Fontana’s population doubled from 35,000 to 70,000, assisted by the Fontana Redevelopment Agency, who provided incentives for housing developers to build within the city. This process led to the first specific plan and development agreement for the Southridge residential area. Residential development continued to grow through the 1990s; however, commercial activities in the downtown area declined as new commercial developments near freeways and the new residential areas pulled shopping away from the historic downtown core (BFSA 2022a, pp. 18).

Project Site

Currently, the Project site is entirely developed with 40 residential structures on 41 parcels, many with associated detached garages, sheds, and other ancillary structures. Based on historical aerials from 1938, the Project site was used for agricultural uses. Additional historical aerials show that by 1948 the Project site was being developed for residential uses. Subsequent aerial photographs show the steady regular residential development of the site throughout the twentieth century (BFSA 2022a). The Cultural Resources Study identified 24 previously recorded resources within one-half mile of the boundaries of the Project site consisting of a prehistoric habitation site and artifact scatter, a prehistoric isolate scatter, 16 historic single-family residences, one site consisting of five historic buildings, one site consisting of historic footings and a trash scatter, the historic Gertrude Smith Complex, and three historic transmission line alignments (BFSA 2022a). None of these resources are within the Project site.

The field survey conducted as part of the Cultural Resources Study, identified 33 historic era (older than 50 years) structures within the Project site (BFSA 2022a).

Archaeological

The Paleo Indian Period is associated with the terminus of the late Pleistocene (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries,

and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period include mortar and pestle, dart points, and arrow points. The Project is within an area where the traditional use territories of the Gabrielino, Serrano, and Cahuilla meet.

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Tatic-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

The Cultural Resources Study identified two prehistoric resources recorded within one-half mile of the Project site. These prehistoric resources include a habitation site and artifact scatter as well as isolate scatter. None of the archaeological resources are within the Project site.

5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5; or
- CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or
- CUL-3 Disturb any human remains, including those interred outside of formal cemeteries.

Historic Resources Thresholds

Historic resources are usually 50 years old or older and must meet at least one of the criteria for listing in the California Register (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (CEQA Guidelines Section 15064.5[a][3]). Additionally, CEQA Guidelines Section 15064.5(b), states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that would have a significant effect on the environment. A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project:

- a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of

the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

- c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

5.4.5 METHODOLOGY

The cultural resources analysis below is based on the Cultural Resources Study (BFSA 2022a) and Historic Resources Assessment (Urbana 2022) and contains information that was compiled through field reconnaissance, record searches, and reference materials. These studies are included as Appendix E and F.

Archaeological and Historic Records Search. An archaeological and historical records search was completed at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on June 16, 2022. This search included the Project site with an additional one-half mile buffer.

Archaeological and Historic Field Surveys. A pedestrian reconnaissance survey was conducted that was conducted in 10-meter interval transects where possible, and all exposed ground was inspected for cultural materials. The survey of the Project site was conducted on June 7, 2022. Due to the developed nature of the Project site, access to all areas of many of the parcels was compromised by limited access due to locked gates, dogs, and uncooperative renters. Photographs were taken to document Project conditions during the survey.

Historic Resource Assessment. A Historical Resource Assessment was conducted to evaluate the subject historic-age (older than 50 years) structures present on the Project site for eligibility under the Fontana Local Register and California Register of Historical Structures (CRHR) to identify whether the buildings meet the definition of an historical resource under the CRHR and pursuant to § 15064.5 of the CEQA Guidelines.

5.4.6 ENVIRONMENTAL IMPACTS

IMPACT CUL-1: WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE PURSUANT TO SECTION 15064.5?

Less than Significant Impact. Historical resources are defined as “a resource listed or eligible for listing on the California Register of Historical Resources” (CRHR) (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under CEQA Guidelines Section 15064.5(a), the term “historical resources” includes the following:

- (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (Public Resources Code, Section 5024.1).
- (2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the

California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:

- (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - (B) Is associated with the lives of persons important in California's past;
 - (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - (D) Has yielded, or may be likely to yield, information important in prehistory or history.
- (4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

As described previously, the Project site includes 41 individual residential parcels, 40 of which are developed with residences with associated detached garages, sheds, and other ancillary structures. A cultural records search and review of historical photos conducted as part of the Cultural Resources Study performed for the Project indicated that the Project site was used agriculturally as early as the 1930s. By 1948, the Project site was in the process of being cleared and developed for rural residential use which continued throughout the twentieth century. The Cultural Resources Study identified 33 historic-era structures within the Project site that may be eligible for listing under the Fontana Local Register and the CRHR. These properties are identified as 11005-11093 Poplar Avenue, 15731-15878 Rose Avenue, and 11006-11098 Catawba Avenue. As such, an evaluation of the structures was prepared to identify whether the buildings meet the definition of an historical resource under the CRHR and pursuant to § 15064.5 of the CEQA Guidelines (Appendix F).

Results of the historic structure evaluation determined that the structures at 11005-11093 Poplar Avenue, 15731-15878 Rose Avenue, and 11006-11098 Catawba Avenue properties do not qualify for designation under the Fontana Local Register and do not meet the definition of a historical resource under the CRHR or pursuant to CEQA Guidelines § 15064.5 (Urbana 2022). As discussed in the historical structure assessment, the majority of the evaluated properties were constructed during the initial suburbanization of the City of Fontana. Thus, although the properties were constructed during pivotal moments in the history of Fontana, no specific information was identified to indicate that the properties, in and of itself, exemplifies or represents a special element of Fontana and California's history and cultural heritage under CRHR Local Register Criterion. As such, the properties are not identified as being of historical significance and the removal of the structures would not result in an adverse change in the significance of a historical resource pursuant to §15064.5. Therefore, the Project would result in less than significant impacts related to historical resources.

IMPACT CUL-2: WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO SECTION 15064.5?

Less than Significant with Mitigation Incorporated. No prehistoric or historic-period archaeological resources were identified within the Project site during the records search or pedestrian field survey (BFSA

2022a). Additionally, since the existing structures within Project site do not qualify as historical resources under CEQA Guidelines § 15064.5 (see Impact CUL-1), the Project site does not contain historical resources.

As discussed above, the Project site has been previously disturbed; therefore, there is reduced potential for the Project to impact archaeological resources. However, the field survey conducted as part of the Cultural Resources Study encountered hinderances in some locations due to the lack of access and poor visibility from the existing structures onsite. Thus, the presence of archaeological resources on the Project site could not be fully explored. As a result, the potential for archaeological resources exists on site are unknown to low. To fully explore the potential of archaeological resources, Mitigation Measures CUL-1 would be implemented, which requires a qualified archeologist to attend pre-grade meetings and monitor all initial ground disturbing activities up to five feet in depth. In the event that a resource is inadvertently discovered during ground-disturbing activities, work would be halted within 50 feet of the find until it can be evaluated by the qualified archaeologist. With the implementation of CUL-1, the Project's impacts related to archaeological resources would be reduced to a less than significant level.

IMPACT CUL-3: WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

Less than Significant Impact. The Project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, included as PPP CUL-1, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that significant impacts to human remains would not occur. Therefore, impacts from development of the Project on human remains would be less than significant.

5.4.7 CUMULATIVE IMPACTS

The cumulative study area for purposes of cultural resources would be the area surrounding the Project site, as well as the larger SWIP SP planning area and city. This cumulative impact analysis for cultural resources considers development of the proposed Project in conjunction with other development projects as well as the projects identified in Section 5.0, *Environmental Impact Analysis*, Table 5-1, *Cumulative Projects*. None of the projects identified in Table 5-1 are proposed adjacent to the Project site. However, there are multiple cumulative projects within the Fontana area, in the general vicinity of the Project.

Historic Resources: The Project's contribution to cumulative impacts to historical resources was analyzed in context with past projects in the Fontana region of San Bernardino County that were once similarly influenced by the historical agricultural industry in the region. Record searches and field surveys indicate the absence of significant historical sites and resources within the Project site. Therefore, Project implementation would have no potential to contribute towards a significant cumulative impact to historical sites and/or resources. With compliance with City regulations and project-specific mitigation, the Project's contribution to cumulative impacts would not be cumulatively considerable.

Archaeological Resources: The Project's impact to prehistoric archaeological resources was analyzed in the context of the Fontana region of San Bernardino County, which is identified as sensitive for archaeological resources. Construction activities within the Project site – as with other development projects in the region – may uncover subsurface prehistoric archaeological resource that meet the CCR § 15064.5 definition. However, mitigation has been included to reduce the potential of the Project to contribute to a significant cumulative impact to archaeological resources. With compliance with Project-specific mitigation, the Project's contribution to cumulative impacts would not be cumulatively considerable.

Disturbance of Human Remains: The Project's impact to human remains was analyzed in the context of the Fontana region of San Bernardino County, that were once similarly occupied by the same tribes and settlements. Mandatory compliance with the provisions of California Health and Safety Code § 7050.5, Public Resources Code § 5097 et seq., and CEQA Guidelines Section 15064.5 would assure that the Project, in addition to all development projects, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful and appropriate practices. As such, the Project's contribution to cumulative impacts would not be cumulatively considerable.

5.4.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Health and Safety Code Section 7050.5
- Public Resources Code Section 5097.98

Plans, Programs, or Policies (PPPs)

PPP CUL-1: Human Remains. If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the San Bernardino County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

5.4.9 PROJECT DESIGN FEATURES

None.

5.4.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact CUL-1 would be less than significant. Upon implementation of Plans, Programs, or Policies, Impact CUL-3 would be reduced to less than significant.

Without mitigation, the following impacts would be **potentially significant**:

- Impact CUL-2: Implementation of the Project may impact an archaeological resource.

5.4.11 MITIGATION MEASURES

Mitigation Measure CUL-1: Archaeological Monitoring. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City Planning Division, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A, stating that qualified archeologists have been retained and will be present at pre-grade meetings and for all initial ground disturbing activities, up to five feet in depth.

In the event that a resource is inadvertently discovered during ground-disturbing activities, work must be halted within 50 feet of the find until it can be evaluated by the qualified archaeologist. Construction activities could continue in other areas. If the find is considered a "resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the City. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage, and treatment shall be required at the developer/applicant's expense.

5.4.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of Mitigation Measures CUL-1, and compliance with regulatory requirements, included herein as PPPs, Project impacts to cultural resources in the Project site would be less than significant.

REFERENCES

Brian F. Smith and Associates, Inc. A Cultural Resources Study for the Poplar South Distribution Center Project. 5 August 2022. (BFSa 2022a). Appendix E.

City of Fontana. General Plan Update 2015-2035. 13 November 2018. Accessed: 10 January 2023. <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

City of Fontana. General Plan Update 2015-2035 Draft Environmental Impact Report. 8 June 2018. Accessed: 10 January 2023. <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

Urbana Preservation and Planning. Historical Resource Summary 11005-11093 Poplar Avenue, 15731-15878 Rose Avenue, 11006-11098 Catawba Avenue, Fontana, California. 3 November 2022. (Urbana 2022). Appendix F.

5.5 Energy

5.5.1 INTRODUCTION

This section of the Draft EIR assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from implementation of the proposed Project. It discusses existing energy use patterns and examines whether the proposed Project (including development and operation) would result in the consumption of large amounts of fuel or energy or use such resources in a wasteful manner.

Refer to Section 5.7, *Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and Section 5.17, *Utilities and Service Systems*, for a discussion of water consumption. This section includes data from the following City documents and reports prepared by LSA and are included in Appendix B to this Draft EIR:

- *City of Fontana General Plan Update 2015-2035*, Adopted 13 November 2018
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report*, Certified 13 November 2018
- *Southwest Industrial Park Specific Plan*, Adopted 12 June 2012
- *Southwest Industrial Park (SWIP) Specific Plan Update and Annexation*, Certified 12 June 2012
- *City of Fontana Municipal Code*
- *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report Poplar South Distribution Center*, LSA, January 2023, Appendix B

5.5.2 REGULATORY SETTING

5.5.2.1 Federal Regulations

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

5.5.2.2 State Regulations

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Senate Bill 1020

Senate Bill (SB) 1020 aims to significantly accelerate California's ambitious clean energy targets by requiring state agencies to purchase 100 percent eligible renewable and zero carbon electricity by 2030, instead of 2045 under current law while also cutting carbon emissions by 85 percent the same year.

Assembly Bill 1279

Assembly Bill (AB) 1279 requires the state to achieve net zero greenhouse gas emissions (GHG) as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels, and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) is updated every three years. The most recent update was the 2022 California Green Building Code Standards that will become effective on January 1, 2023.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The California Energy Commission anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

The 2022 CALGreen standards that reduce GHG emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1).
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CalGreen Building Standards Code has been adopted by the City of Fontana as Ordinance No. 1907.

5.5.2.3 Local Regulations

City of Fontana General Plan Update 2015-2035

The City of Fontana General Plan Update 2015-2035 contains the following policies related to energy that are applicable to the Project:

Goal 12.3 Renewable sources of energy, including solar and wind, and other energy-conservation strategies are available to city households and businesses.

Policies

- Promote renewable energy programs for government, Fontana businesses, and Fontana residences.

Goal 12.5 Green building techniques are used in new development and retrofits.

Policies

- Promote green building through guidelines, awards and nonfinancial incentives.

Actions

- Establish a residential “cool roofs” program to reduce air conditioning costs and the urban heat island effect.
- Establish an annual award for green development projects, including retrofits, in Fontana.

Goal 12.6 Fontana is a leader energy-efficient development and retrofits.

Policies

- Promote energy-efficient development in Fontana.
- Meet or exceed state goals for energy-efficient new construction.

Actions

- Provide incentives for energy-efficient residential and non-residential construction.

City of Fontana Municipal Code

Ordinance No. 1907. Ordinance No. 1907 was enacted October 25, 2022, but has yet to be codified within the City of Fontana Municipal Code. Within Ordinance No. 1907, the City adopted the California Building Standards Code (2022 Edition), including its Building Code, Energy Code, and Green Building Code (CalGreen) components. The City’s Building Code regulates and controls the minimum energy and resource efficiencies of all new development within the City.

Chapter 9, Section V: Industrial Commerce Centers Sustainability Standards. Establishes sustainability standards applicable to all warehouse development projects that are intended to improve local air and environmental quality. Standards required by Chapter 9, Section V of the Fontana Municipal Code that would directly reduce local air pollution emissions include but are not limited to:

- Requiring the use of the highest rated CARB Tier technology that is available at the time of construction;
- Orientation of loading docks and truck entries away from sensitive receptors;
- Prohibiting idling for more than three minutes;

- Requiring each warehouse development to prepare and implement a Truck Routing Plan that utilizes designated truck routes and avoids routes that pass sensitive receptors, to the greatest extent possible;
- Requiring motorized cargo-handling equipment used at warehouses to be zero emission;
- Requiring buildings with more than 400,000 SF of building area to install rooftop solar panels that supply 100 percent of the power needed for non-refrigerated building space; and
- Requiring the installation of electric plug-ins at all loading dock positions that would be utilized by trucks fitted with transport refrigeration units (TRUs).

The City would ensure compliance with the requirements of Chapter 9, Section V of the Municipal Code as part of their standard building permit review/approval and site inspection processes.

5.5.3 ENVIRONMENTAL SETTING

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Fontana. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2021 Annual Report, the SCE electrical grid modernization effort supports implementation of California Senate Bill 32 that requires the state to cut greenhouse gas emissions 40 percent below 1990 levels by 2030 and 80 percent from the same baseline by 2050 in order to help achieve carbon neutrality by 2045. It describes that in 2021 approximately 42% of power that SCE delivered to customers came from carbon-free resources (SCE 2021).

The Project site is currently served by the electricity distribution systems that exist along the roadways adjacent to the Project site.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Fontana and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1.1 percent each year through 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to advanced metering infrastructure (CGEU 2022). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2022). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 in its 2022 report (CGEU 2022).

The Project site is currently served by the natural gas distribution system that exists within the roadways that are adjacent to the site.

5.5.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on energy resources if it were to:

- E-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.”

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered “wasteful, inefficient, and unnecessary” if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.5.6 ENVIRONMENTAL IMPACTS

IMPACT E-1: WOULD THE PROJECT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION?

Construction

Less than Significant Impact. During construction of the proposed Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed Project and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption. As shown in Table 5.5-1, Project construction would result in the consumption of approximately 71,954.2 gallons of diesel fuel and 48,144.7 gallons of gasoline.

Table 5.5-1: Estimated Construction Fuel Consumption

Energy Type	Total Energy Consumption	Percentage of Increase Countywide
Diesel Fuel (total gallons)	71,954.2	0.02
Gasoline (total gallons)	48,144.7	<0.01

Source: LSA (January 2023).

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Based on fuel consumption obtained from EMFAC2021, approximately 907.3 million gallons of gasoline and approximately 325.0 million gallons of diesel will be consumed from vehicle trips in San Bernardino County in 2023. Therefore, construction of the proposed Project would increase the annual construction generated fuel use in San Bernardino County approximately by approximately 0.02 percent for diesel fuel usage and by less than 0.01 percent for gasoline fuel usage. As such, Project construction would have a negligible effect on local and regional energy supplies. Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Less than Significant Impact. Once operational, the proposed Project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances within the building, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

As detailed in Table 5.5-2, operation of the Project is estimated to result in a net gasoline consumption of 48,748.4 gallons per year and a net diesel consumption of 211,497.9 gallons per year. CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of vehicles to no more than 5 minutes and the City of Fontana’s Industrial Commerce Centers Sustainability Standards limits idling times of diesel trucks to no more than 3 minutes. The idling restrictions would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.

Table 5.5-2: Estimated Annual Operational Vehicle Fuel Consumption

Energy Type	Annual Energy Consumption
Existing Uses Energy Estimates	
Electricity Consumption (kWh/year)	304,385.0
Natural Gas Consumption (therms/year)	12,518.0
Automotive Fuel Consumption	
Gasoline (gallons/year)	53,587.3
Diesel Fuel (gallons/year)	8,213.6
Proposed Project Energy Estimates	
Electricity Consumption (kWh/year)	2,440,679.0
Natural Gas Consumption (therms/year)	0.0
Automotive Fuel Consumption	

Gasoline (gallons/year)	102,335.7
Diesel Fuel (gallons/year)	219,711.5
Total Net Electricity Consumption	2,136,294.0
Total Net Natural Gas Consumption	-12,518.0
Total Net Gasoline Consumption	48,748.4
Total Net Diesel Consumption	211,497.9

Source: LSA (January 2023).
 kWh = kilowatt-hours

Table 5.5-2 details that operation of the Project would result in a net decrease of 12,518 therms per year and a net consumption of 2,136,294 kilowatts (kWh) per year of electricity. Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption, and through City permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Further, the Project would be required to comply with the City of Fontana’s Industrial Commerce Centers Sustainability Standards, which would further reduce energy consumption during Project operations. Therefore, impacts related to operational energy consumption would be less than significant.

IMPACT E-2: WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

Less than Significant Impact. As described previously, the proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of proposed Project. The City’s administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In line with standard City conditions of approval, Project plans and specifications shall require signs at loading dock facilities that identify the City of Fontana’s Industrial Commerce Centers Sustainability Standards anti-idling regulations. Thus, the Project would not conflict with the idling limits imposed by CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling and the City of Fontana’s Industrial Commerce Centers Sustainability Standards. Furthermore, the Project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The proposed buildings would be solar-ready and would be required to install solar panels in order to offset 100 percent of the future tenant’s energy needs. Although the Project’s future tenants are not currently known, and the use of solar panels is generally tailored to the electrical demands of the tenant, the building tenants would be able to install solar panels in order to meet 100 percent of their energy needs. Thus, the proposed Project would not obstruct use of renewable energy or energy efficiency. Overall, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed Project would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavley) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

5.5.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- California Energy Code (Code of Regulations, Title 24 Part 6).
- CalGreen Building Standards Code

Local

- City of Fontana Industrial Commerce Centers Sustainability Standards (Municipal Code Chapter 9, Article V)

Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

PPP E-1: CalGreen Compliance: The Project is required to comply with the CalGreen Building Code to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

5.5.9 PROJECT DESIGN FEATURES

None.

5.5.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts E-1 and E-2 would be less than significant.

5.5.11 MITIGATION MEASURES

Impacts related to energy would be less than significant and no mitigation measures are required.

5.5.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to energy would be less than significant.

REFERENCES

California Energy Commission. "2022 Title 24 Building Energy Standards" (CEC 2022). Accessed: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>

California Gas and Electric Utilities. 2022 California Gas Report (CEU). Accessed:
https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf

Edison International 2021 Annual Report (SCE 2021). Accessed: City of Fontana. General Plan Update 2015-2035 Noise and Safety Element. 13 November 2018. Accessed from:
<https://www.fontana.org/DocumentCenter/View/26750/Chapter-11---Noise-and-Safety>

City of Fontana. General Plan Update 2015-2035 Environmental Impact Report. 13 November 2018. Accessed from: <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

City of Fontana. Municipal Code. Accessed from:
https://library.municode.com/ca/fontana/codes/code_of_ordinances?nodeId=CO_CH9ENPRREEX_ARTVINCOCESUST_S9-71BUSCADUS

Southwest Industrial Park Specific Plan. 12 June 2012. Accessed from:
<https://www.fontana.org/DocumentCenter/View/29312/Southwest-Industrial-Specific-Plan---Combined-Document>

Southwest Industrial Park (SWIP) Specific Plan Update and Annexation Public Review Draft Program Environmental Impact Report. 12 June 2012. Accessed from:
<https://www.fontana.org/DocumentCenter/View/36382/SWIP-Public-Review-Draft-Program-EIR>

LSA. "Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report Poplar South Distribution Center Project." February 2023. Appendix B.

5.6 Geology and Soils

5.6.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to geology, soils, seismicity, and paleontological resources. The impacts examined include risks related to geologic hazards such as earthquakes, liquefaction, expansive soils; impacts on the environment related to soil erosion and sedimentation; and impacts related to paleontological resources. The analysis in this section is based, in part, on the following documents and resources:

- *Geotechnical Investigation Proposed Warehouse, Poplar Avenue, South of Santa Ana Avenue Fontana, California for Seefried Industrial Properties, Inc.*, Southern California Geotechnical; 11 February 2022 (SCG 2022); Appendix G
- *Paleontological Assessment for the Poplar South Distribution Center Project*; Brian F. Smith and Associates, Inc.; 5 August 2022 (BFSA 2022b); Appendix H
- *City of Fontana General Plan Update 2015-2035*, Adopted November 2018
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report*, Certified November 2018
- *City of Fontana Code of Ordinances*

5.6.2 REGULATORY SETTING

5.6.2.1 Federal Regulations

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1997 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the Act established the National Earthquake Hazards Reduction Program that provides characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. Programs under this Act provide building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which development under the proposed Project would be required to adhere.

5.6.2.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish “Earthquake Fault Zones” and publish appropriate maps that depict these zones. The boundary of an Earthquake Fault Zone is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The Act also requires local agencies to regulate development within Earthquake Fault Zones. Before a development project can be permitted within an Earthquake Fault Zone, a geologic investigation is required to demonstrate that proposed buildings would not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is found, a structure

for human occupancy cannot be placed over the trace of the fault and must be set back a minimum of 50 feet from the fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act addresses earthquake hazards related to liquefaction and seismically induced landslides. Under the Act, seismic hazard zones are mapped by the State Geologist to assist local governments in land use planning. The Act states “it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.” Section 2697(a) of the Act states that “cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard.”

California Building Code

The California Building Code (CBC) is included in Title 24 of the California Code of Regulations. The current CBC was adopted by the City of Fontana and is included in Chapter 5 of the Municipal Code. The code provides standards to protect property and public safety. The CBC regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, and thereby mitigate the effects of seismic shaking and adverse soil conditions. The code also regulates grading activities, including drainage and erosion control.

California Construction General Permit

The State of California adopted a Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity (Construction General Permit) that regulates construction site storm water management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with construction activity.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active storm water effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan. The Construction General Permit requires the SWPPP to identify Best Management Practices (BMPs) that will be implemented to reduce soil erosion. Types of BMPs include preservation of vegetation and sediment control (e.g., fiber rolls). The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state’s 303(d) list of impaired waters.

Requirements for Geotechnical Investigations

Requirements for geotechnical investigations are included in CBC Appendix J, Grading, Section J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in the California Health and Safety Code Sections 17953 to 17955 and in CBC Section 1803. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must

be done as needed to evaluate site geology, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. CBC Section J105 sets forth requirements for inspection and observation during and after grading.

Public Resources Code (PRC) Section 5097.5

Requirements for paleontological resource management are included in the PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

5.6.2.3 Regional Regulations

SCAQMD Rule 403

SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a, off-site nuisance. Applicable Rule 403 dust suppression (and PM₁₀ generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.

- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep on-site streets (and off-site streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

5.6.2.4 Local Regulations

City of Fontana General Plan 2015-2035

The City of Fontana General Plan 2015-2035 contains the following policies related to geology and soils that are applicable to the Project:

Noise and Safety Element

Goal 4 Seismic injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, earthquake-induced landslides, and other earthquake-induced ground deformation are minimized in the City of Fontana.

Policies

- The City shall review development or re-development in areas where faults have been mapped through the city.
- The City shall ensure that current geologic knowledge is incorporated into the design, planning, and construction stages of a project and that site-specific data are applied to each project.
- The City shall ensure to the fullest extent possible that, in the event of a major disaster, essential structures and facilities remain safe and functional, as required by current law, including hospitals, police stations, fire stations, emergency operation centers, communication centers, generators and substations, and reservoirs.

Goal 5 The risk to life or limb, and property damage resulting from geologic hazards is minimized in the City of Fontana.

Policy

- The City shall continue to participate in regional programs designed to protect groundwater resources and to protect the area from the hazard of regional ground subsidence through careful management of the regional groundwater basin that underlies the area

City of Fontana Municipal Code

Article III: California Building Code. The City of Fontana adopts the California Building Standards Code (CCR Title 24) with some adaptations. These codes set site-specific investigation requirements, construction standards and inspection procedures to ensure that development projects within the City do not pose a threat to the public. The California Building Standards Code contains baseline standards to prevent unsafe building development.

City of Fontana Local Hazard Mitigation Plan, 2017

The purpose of the Fontana's Local Hazard Mitigation Plan (LHMP) is to demonstrate the plan for reducing and/or eliminating risk of hazards in City of Fontana. The LHMP process encourages communities to develop goals and projects that will reduce risk and build a more disaster resilient community by analyzing potential hazards. The LHMP update is a "living document" that should be reviewed, monitored, and updated to reflect changing conditions and new information. As required, the LHMP must be updated every five (5) years to remain in compliance with regulations and Federal mitigation grant conditions. Additionally, with an approved (and adopted) LHMP, City of Fontana is eligible for federal disaster mitigation funds/grants (Hazard Mitigation Grant Program, Pre-Disaster Mitigation, and Flood Management Assistance) aimed to reduce and/or eliminate risk.

5.6.3 ENVIRONMENTAL SETTING

Regional Setting

The City of Fontana generally lies within the northern and northwestern portion of the Peninsular Ranges Geomorphic Province of Southern California. The Peninsular Ranges are characterized by northwest-southeast trending faults, folds, and mountain ranges. Prior to the mid-Mesozoic period, the region was covered by seas and thick marine sedimentary and volcanic sequences were deposited. The bedrock geology that dominates the elevated areas of the Peninsular Ranges consists of high-grade metamorphic rocks intruded by Mesozoic plutons. During the Cretaceous period, extensive mountain building occurred during the emplacement of the southern California batholith.

The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain. The Project site is mostly flat with a gentle gradient to the south. According to the Geotechnical Investigation, there is approximately 13 feet of elevation differential throughout the site.

Faults and Ground Shaking

The Project site is located in an area which is subject to strong seismic ground motions due to earthquakes. The Geotechnical Investigation did not perform a site-specific seismic hazards analysis was. However, numerous faults capable of producing significant ground motions are located near the Project site. Due to economic considerations, it is not generally considered reasonable to design a structure that is not susceptible to earthquake damage. Therefore, significant damage to structures may be unavoidable during large earthquakes. The proposed structures should, however, be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life (SCG 2022).

The Project site is not within an Alquist-Priolo Earthquake Fault Zone. There are no known active faults within 500 feet of the Project site. According to the Geotechnical Investigation, there is no evidence of faulting on the Project site, therefore the possibility of fault rupture is low. The nearest active fault zones are the Sierra Madre Fault Zone, located approximately eight miles north of the Project site and the San Jacinto Fault Zone, located approximately nine miles east of the Project site. Both of these faults, as well as other faults in the southern California region could cause moderate to intense ground shaking during the lifetime of the Project.

Ground Rupture

Ground rupture occurs when movement on a fault breaks the rough to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The State has established Earthquake Fault Zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake fault zones are regulatory zones that encompass surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the Sierra Madre Fault Zone. There are no fault zones within vicinity of the Project site. Therefore, ground rupture is considered to be low at the Project site.

Soils

The Geotechnical Investigation describes that artificial fill soils were encountered at the ground surface of all eight boring locations and extended to depths of approximately 2.5 to 4.5 feet below existing site grades. The artificial fill soils consist of very loose to medium dense silty fine sands with trace medium to coarse sand content and occasional gravel content. Native alluvium was encountered at the ground surface of all of the boring locations, extending at least to the maximum depth explored of 25 feet below ground surface (bgs). The alluvium generally consists of medium dense to dense fine to coarse sands, medium dense to very dense gravelly fine to coarse sands, loose to medium dense silty fine sands, and medium dense fine sandy silts (SCG 2022).

Expansive Soils

Expansive soils are soils containing water-absorbing minerals that expand as they take in water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. The Geotechnical Investigation describes that the near-surface Project site soils consist of gravelly sands, sands, and silty sands with no appreciable clay content. The Geotechnical Investigation explains that these materials are classified as non-expansive (SCG 2022).

Groundwater

Groundwater was not encountered at any of the boring locations, which extended at least 25 feet bgs. Based on the lack of groundwater within the borings, and the low moisture contents of the recovered soil samples, the static groundwater table is considered to have existed at a depth in excess of 25 feet bgs (SCG 2022)

Liquefaction, Lateral Spreading, and Settlement

Liquefaction occurs when vibrations or water pressure within a mass of soil cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Clayey (cohesive) soils or soils which possess clay particles in excess of 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Different phenomena associated with liquefaction are described below:

Lateral Spreading: Lateral spreading is the lateral movement of stiff, surficial blocks of sediments as a result of a subsurface layer liquefying. The lateral movements can cause ground fissures or extensional, open cracks at the surface as the blocks move toward a slope face, such as a stream bank or in the direction of a gentle slope. When the shaking stops, these isolated blocks of sediments come to rest in a place different from their original location and may be tilted.

Ground Oscillation: Ground oscillation occurs when liquefaction occurs at depth but the slopes are too gentle to permit lateral displacement. In this case, individual blocks may separate and oscillate on a liquefied layer. Sand boils and fissures are often associated with this phenomenon.

Bearing Strength Loss: Bearing strength decreases with a decrease in effective stress. Loss of bearing strength occurs when the effective stresses are reduced due to the cyclic loading caused by an earthquake. Even if the soil does not liquefy, the bearing of the soil may be reduced below its value either prior to or after the earthquake. If the bearing strength is sufficiently reduced, structures supported on the sediments can settle, tilt, or even float upward in the case of lightly loaded structures such as gas pipelines.

Ground Fissuring and Sand Boils: Ground fissuring and sand boils are surface manifestations associated with liquefaction and lateral spreading, ground oscillation and flow failure. As apparent from the above descriptions, the likelihood of ground fissures developing is high when lateral spreading, ground oscillations, and flow failure occur. Sand boils occur when the high water pressures are relieved by drainage to the surface along weak spots that may have been created by fissuring. As the water flows to the surface, it can carry sediments, and if the pore water pressures are high enough create a gusher (sand boils) at the point of exit.

- Sediments must be relatively young in age and must not have developed large amounts of cementation;
- Sediments must consist mainly of cohesionless sands and silts;
- The sediment must not have a high relative density;
- Free groundwater must exist in the sediment; and
- The site must be exposed to seismic events of a magnitude large enough to induce straining of soil particles.

As discussed previously, the borings conducted as part of the site-specific geotechnical report for the Project site did not encounter groundwater. Thus, Project site soils are not susceptible liquefaction (SCG 2022). The Geotechnical Investigation concluded that the soils within the Project site have a very low potential for lateral spreading (SCG 2022). The Geotechnical Investigation concluded that post-construction soils within the Project site have an estimated differential settlement of less than 1.0 and 0.5 inches, respectively and that differential movements are expected to occur over a 30-foot span, thereby resulting in an angular distortion of less than 0.002 inches per inch (SCG 2022).

Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. According to the Geotechnical Investigation, an estimated shrinkage potential of four to 14 percent is expected during removal and recompaction of the artificial fill and near-surface native soils. A subsidence of 0.1 feet is estimated to occur within the Project site (SCG 2022).

Landslides

Earthquake-induced landsliding often occurs in areas where previous landslides have moved and in areas where the topographic, geologic, geotechnical and subsurface groundwater conditions are conducive to permanent ground displacements.

As discussed in the Geotechnical Investigation, the site and surrounding vicinity is relatively flat and would not be susceptible to landslides (SCG 2022).

Unique Geologic Feature

Unique geologic features are those that are unique to the field of geology. The Project site is underlain by Holocene and late Pleistocene (present day to approximately 120,000 years ago) young alluvial fan sediments (Qyfl) of the Lytle Creek fan. These deposits are underlain by late to middle Pleistocene (approximately 11,700 to 780,000 years ago) old alluvial fan deposits (Qof₃). The geologic processes that occurred on the Project site and in the vicinity are generally the same as those in other parts of San Bernardino County and state.

Paleontological Resources

Paleontological resources include fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

The young alluvial fan deposits mapped at the surface in the Project are considered to have low potential to yield significant paleontological resources. However, the underlying late Pleistocene alluvial fan deposits are considered to have high paleontological sensitivity.

A paleontological literature review and records search was conducted for the Project site. The records search revealed two previous reports conducted in the Project vicinity. The first report identified seven previously recorded fossil localities located approximately two miles west of the Project site. The localities consist of the bones of large and small Pleistocene-age mammals and terrestrial snails and freshwater clams. Additionally, a Sabertooth cat specimen was reportedly discovered approximately one mile south of the Project site in the Declzville neighborhood (BFSA 2022b). Based on the presence of nearby significant fossil localities, the underlying Pleistocene old alluvial fan deposits mapped at the Project site are considered to have a high potential to yield significant paleontological resources.

5.6.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
- GEO-1i Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42),

GEO-1ii	Strong seismic ground shaking,
GEO-1iii	Seismic-related ground failure, including liquefaction;
GEO-1iv	Landslides;
GEO-2	Result in substantial soil erosion or the loss of topsoil; or
GEO-3	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;
GEO-4	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;
GEO-5	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or
GEO-6	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

5.6.5 METHODOLOGY

A site-specific Geotechnical Investigation was prepared for the Project site (SCG 2022). The following were conducted as part of the site-specific Geotechnical Investigation: visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to provide criteria for preparing the design of the building foundations, building floor slab, and parking lot pavements along with site preparation recommendations and construction considerations for the proposed development.

In determining whether a geotechnical related impact would result from the Project, the analysis includes consideration of state law, including the California Building Code that is integrated into the City of Fontana Municipal Code, and implemented/verified during permitting approvals. In general, existing state law, building codes, and ordinances that are implemented by the approving agency provide for an adequate level of safety or reduction of potential effects such that projects developed and operated to code reduce potential of impacts.

A Paleontological Assessment was prepared to determine the Project's potential impacts to paleontological resources. The analysis included record searches of past identified resources, consideration of the types of soils that exist, the paleontological sensitivity of those soils, the past disturbance on the site and offsite infrastructure areas, and the proposed excavation. The analysis combines these factors to identify the potential of the proposed construction to impact unknown paleontological resources on the site. As described in the Paleontological Assessment, a resource records search was conducted at the San Bernardino County Museum to identify any previously discovered fossil localities in or near the Project site.

5.6.6 ENVIRONMENTAL IMPACTS

IMPACT GEO-1i: WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING 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?

No Impact. The Project site is not within an Alquist Earthquake Fault Zone, and there are no known active faults within 500 feet. The nearest active fault zones are the Sierra Madre Fault Zone, located approximately eight miles north of the Project site and the San Jacinto Fault Zone, located approximately nine miles east of the Project site (California Department of Conservation 2021). Since no known faults exist within a mile of the Project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone, impacts related to rupture of a known earthquake fault would not occur.

IMPACT GEO-1ii: WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING?

Less than Significant Impact. The Project site is located within a seismically active region, with numerous faults capable of producing significant ground motions. Project development could subject people and structures to hazards from ground shaking. However, seismic shaking is a risk throughout southern California, and the Project site is not at greater risks of seismic activity or impacts as compared to other areas within the region.

The California Building Code (CBC) includes provisions to reduce impacts caused by major structural failures or loss of life resulting from earthquakes or other geologic hazards. Chapter 16 of the CBC contains requirements for design and construction of structures to resist loads, including earthquake loads. The CBC provides procedures for earthquake resistant structural design that include consideration for onsite soil conditions, occupancy, and the configuration of the structure, including the structural system and height.

The City has adopted the CBC as part of the Municipal Code (Chapter 5, Article III, Section 5-61), which regulates all building and construction projects within the County and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. All structures within the City are required to be built in compliance with the CBC. Because the Project would be required to be constructed in compliance with the CBC and the Municipal Code, which would be verified through the City's plan check and permitting process and is included as PPP GEO-1, the Project would result in a less than significant impact related to strong seismic ground shaking.

IMPACT GEO-1iii: WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?

Less than Significant with Mitigation Incorporated. Liquefaction occurs when vibrations or water pressure causes soil particles to lose its friction properties. As a result, soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. However, effects of liquefaction can include sand boils, settlement, and structural foundation failures. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands in areas where the groundwater table is within approximately 50 feet below ground surface.

The California Geological Survey (CGS) has not conducted detailed seismic hazards mapping in the area of the Project site. As such, the general liquefaction susceptibility of the Project site was determined by research of the San Bernardino County Land Use Plan, General Plan, Geologic Hazard Overlays. As indicated on Map FH29C, the Project site is not located within an area of liquefaction susceptibility. Further, the Geotechnical Investigation did not encounter groundwater during the drilling of any of the onsite borings and estimates that groundwater exists at a depth in excess of 25 feet bgs (SCG 2022). Further, the Phase I Environmental Site Assessment conducted for the Project site indicates that the groundwater depth in the vicinity of the Project is greater than 100 feet bgs (Hazard Management Consulting 2022, Appendix I). Therefore, based on the mapping performed by the County of San Bernardino and the subsurface conditions encountered at the boring locations, the Geotechnical Investigation concluded that the Project site is not susceptible to liquefaction. Furthermore, all structures built in the City are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2), which is adopted as City of Fontana Municipal Code Chapter 5, Article III, Section 5-61. Compliance with the CBC would require proper construction of building footings and foundations so that it would withstand the effects of potential ground movement, including liquefaction. Furthermore, the Geotechnical Investigation prepared for the Project includes recommendations for grading and foundation strength that would ensure that the Project would be consistent with CBC requirements for reducing risk related to liquefaction. Therefore, Mitigation Measure GEO-1 has been incorporated into the Project to require that the Project's building plans demonstrate that they incorporate all applicable recommendations of the Geotechnical Investigation and comply with all applicable requirements of the latest adopted version of the California Building Code.

Additionally, the City of Fontana Building and Safety Department reviews structural plans and geotechnical data prior to issuance of a grading permit and conducts inspections during construction, which would ensure that all required CBC measures are incorporated. Compliance with Mitigation Measure GEO-1 and the CBC, as included as a condition of approval and verified by the City's review process, would ensure that impacts related to liquefaction are less than significant.

IMPACT GEO-1iv: WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING LANDSLIDES?

No Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes. However, other factors such as slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. According to the Geotechnical Investigation, the Project site and the adjacent parcels are relatively flat, with a slight slope in the southerly direction, and do not contain any hills or steep slopes. As such, no landslides on or adjacent to the Project site would occur. Therefore, no impact related to landslides would occur.

IMPACT GEO-2: WOULD THE PROJECT WOULD RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

Less than Significant Impact.

Construction

Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Grading activities that would be required for the Project would expose and loosen topsoil, which could be eroded by wind or water. Fontana Municipal Code Chapter 23, Article IX, *Preventing Discharge of Pollutants into Storm Drains*, implements the requirements of the California Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R8-

2002-0011 (MS4 Permit) which establishes minimum stormwater management requirements and controls that are required to be implemented for the Project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by these City and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by the City's conditions of approval. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the Municipal Code Chapter 23, Article IX, stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the City's Project review by the Building and Safety Division, construction impacts related to erosion and loss of topsoil would be less than significant.

Operation

The proposed Project includes installation of landscaping adjacent to the proposed building and throughout the proposed parking areas. With this landscaping, areas of loose topsoil that could erode by wind or water, would not exist upon operation of the proposed Project. In addition, as described in Draft EIR Section 5.9, *Hydrology and Water Quality*, the hydrologic features of the proposed Project have been designed to slow, filter, and retain stormwater within landscaping and the proposed underground infiltration basins, which would also reduce the potential for stormwater to erode topsoil. Furthermore, implementation of the Project requires City approval of a Water Quality Management Plan (WQMP), which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant.

IMPACT GEO-3: WOULD THE PROJECT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE?

Less than Significant with Mitigation Incorporated. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. As discussed previously, there is approximately 13 feet of elevation differential throughout the site (SCG 2022). The Project site and the adjacent parcels are relatively flat and do not contain any hills or steep slopes. As such, no landslides on or adjacent to the Project site would occur. Therefore, impacts related to landslides or rock falls would not occur from implementation of the proposed Project.

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. As discussed previously, based on the mapping performed by the Geologic Hazard mapping performed by the County of San Bernardino and the subsurface conditions encountered at the boring locations, the Geotechnical Investigation concluded that the Project site is not susceptible to liquefaction. As such, the Geotechnical Investigation concluded that the potential for lateral spreading on the site is also

considered very low (SCG 2022). In addition, the Project would be required to adhere to CBC requirements to limit risk associated with lateral spreading. As such, compliance with CBC requirements, as ensured through the City's permitting process, would ensure that lateral spreading and liquefaction impacts would be less than significant.

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. According to the Geotechnical Investigation, an estimated shrinkage potential of four to 14 percent is expected during removal and recompaction of the artificial fill and near-surface native soils. A subsidence of 0.1 feet is estimated to occur within the Project site (SCG 2022). However, risk of subsidence would be lowered through adherence to CBC grading and site preparation recommendations included in the Geotechnical Investigation such as remedial grading and recompaction of soils. As discussed in the Geotechnical Investigation, Project site soils would be graded to remove existing undesirable and/or unstable soils and then recompacted to decrease the likelihood of settlement after construction. Mitigation Measure GEO-1 is incorporated into the Project to require the Project follow recommendations of the Geotechnical Investigation. Additionally, compliance with the CBC would be required by the Fontana Building and Safety Division, as implemented as a condition of approval. With implementation of Mitigation Measure GEO-1 and compliance with the requirements of the CBC as part of the building plan check and development review process, impacts related to subsidence would be less than significant.

In addition, the Geotechnical Investigation describes that native alluvium soils encountered beneath the artificial fill at all of the boring locations generally possess medium dense to very dense relative densities, with occasional loose soils in the upper five feet. The Geotechnical Investigation describes that the recommended remedial grading would remove all undocumented fill soils, any soils disturbed during site stripping and demolition activities, and a portion of the near-surface native alluvial soils, and replace these soils as compacted structural fill (SCG 2022). Consistent with Mitigation Measure GEO-1, the Project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Investigation and comply with all applicable requirements of the latest adopted version of the California Building Code. Therefore, any potential impacts related to collapsible soils would be minimized with implementation of Mitigation Measure GEO-1. As such, excavation and recompaction of the artificial fill soils in compliance with the CBC as required through the City's permitting process would ensure that collapse related impacts would be less than significant.

IMPACT GEO-4: WOULD THE PROJECT BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL DIRECT OR INDIRECT RISKS TO LIFE OR PROPERTY?

No Impact. Expansive soils contain significant amounts of fine-grained silt and clay particles that swell when wet and shrink when dry. The amount of swelling and contracting is subject to the amount of fine-grained clay materials present in the soils, and the amount of moisture that the soil is exposed to. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils, which can cause physical distress on the structure. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

The Geotechnical Investigation describes that the Project site's near-surface soils consist of gravelly sands, sands, and silty sands with no appreciable clay content. According to the Geotechnical Investigation, these materials are considered non-expansive (SCG 2022). Accordingly, the Project site does not contain

expansive soils and as such, would not create substantial direct or indirect risks to life or property associated with the presence of expansive soils. No impact would occur.

IMPACT GEO-5: WOULD THE PROJECT HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER?

No Impact. The Project includes installation of an onsite sewer system that would connect to the existing 8-inch sewer lines in Poplar Avenue and Catawba Avenue. The Project would not use septic tanks or alternative wastewater disposal systems. As a result, no impacts related to septic tanks or alternative wastewater disposal systems would occur from implementation of the proposed Project.

IMPACT GEO-6: WOULD THE PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?

Less than Significant with Mitigation Incorporated. The Project consists of development of an industrial warehouse building, parking lot, landscaping, and associated infrastructure improvements. Earthmoving activities, including grading and trenching activities, have the potential to disturb previously unknown paleontological resources. The Paleontological Assessment describes that the Project site is underlain by Holocene and late Pleistocene young alluvial fan sediments of the Lytle Creek fan which are further underlain by late to middle Pleistocene old alluvial fan deposits. Due to the occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments across the Inland Empire, the sediments underlying the Project site are considered as having high paleontological sensitivity (BFSa 2022b).

The records search completed as part of the Paleontological Resources Assessment did not reveal any previously recorded fossil localities within the Project site. However, it did reveal two previous reports conducted in the Project vicinity. The first report identified seven previously recorded fossil localities located approximately two miles west of the Project site. The localities consist of the bones of large and small Pleistocene-age mammals and terrestrial snails and freshwater clams. The second report identified a Sabertooth cat specimen reportedly discovered approximately one mile south of the Project site in the Declezville neighborhood (BFSa 2022b). Although the records search did not indicate the presence of known fossil localities within the Project site, it demonstrated that terrestrial vertebrate fossils occur at shallow depths from Pleistocene older alluvial fan sediments, like those within the Project site, across the Inland Empire. As such, the Paleontological Resources Assessment concluded that the Project site has a high sensitivity for paleontological resources. As a result, Mitigation Measure PAL-1 is included to require preparation of a Paleontological Resources Impact Mitigation Program (PRIMP) and that ground disturbing activities at or below 5 feet bgs be monitored to identify and recover any significant fossil remains. With implementation of Mitigation Measure PAL-1, impacts to paleontological resources would be less than significant.

5.6.7 CUMULATIVE IMPACTS

Geology and Soils: Geotechnical impacts are site-specific rather than cumulative in nature; therefore, the cumulative study area for geological impacts would be considered the Project site and areas directly adjacent to the Project site. Direct and indirect impacts related to geology and soils would be mitigated through mandatory conformance with the California Building Code, City of Fontana Municipal Code, and site-specific geotechnical recommendations, which will be incorporated as part of the Project's design and construction efforts. With the exception of erosion hazards, potential hazardous effects related to geologic and soil conditions are unique to each project site, and inherently restricted to the developments proposed. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils

would involve effects to (and not from) the development, are specific to conditions on the property, and are not influenced by or additive with the geologic and/or soils hazards that may occur on other, off-site properties. Because of the site-specific nature of these potential hazards and the measures to address them, the Project's cumulative contributions would not be cumulatively considerable. Therefore cumulative impacts would be considered less than significant.

The cumulative study area regarding erosion impacts would be considered the Santa Ana River watershed. Impacts related to erosion and loss of topsoil could be cumulatively considerable. However, as discussed in Impact GEO-2, mandates related to the NPDES permit, preparation of a WQMP, Erosion Control Plan, and SWPPP, as well as compliance with SCAQMD Rule 403 (Fugitive Dust) incorporate measures during construction activities to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Project site would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and related projects within the cumulative study area would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant.

Paleontological Resources: The geographic area of potential cumulative impacts related to paleontological resources includes areas that are underlain by similar geologic units from the same time period. A cumulative impact could occur if development projects incrementally result in the loss of the same types of unique paleontological resources. As detailed previously, the Project site is underlain by deep sediments that are sensitive to paleontological resources. However, incorporation of Mitigation Measure PAL-1, the Project's cumulative contribution would not be cumulatively considerable. Therefore, cumulative impacts related to paleontological resources would be less than significant.

5.6.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- Public Resources Code (PRC) Section 5097.5
- City of Fontana Municipal Code, Article IX

Plans, Programs, or Policies (PPPs)

PPP GEO-1: CBC Compliance. The project is required to comply with the California Building Standards Code as included in Chapter 5, Article III, Section 6-51 of the Fontana Municipal Code to preclude significant adverse effects associated with seismic and soils hazards. CBC related and geologist and/or civil engineer specifications for the proposed Project are required to be incorporated into grading plans and building specifications as a condition of construction permit approval.

5.6.9 PROJECT DESIGN FEATURES

None.

5.6.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts GEO-1 i-ii, GEO-1 iv, GEO-2, GEO-4, and GEO-5 would be less than significant.

Without mitigation, the following impacts would be **potentially significant**:

- Impact GEO-1iii: Project implementation could cause potential adverse effects related to seismic-related ground failure.
- Impact GEO-3: Project could be located on a soil that could become unstable.
- Impact GEO-6: Project implementation could uncover subsurface paleontological resources.

5.6.11 MITIGATION MEASURES

MM GEO-1: Geotechnical Report Compliance. The Project Applicant/developer shall incorporate the recommendations of the Geotechnical Investigation prepared by Southern California Geotechnical (Appendix G) into Project plans related to the proposed Project. The Project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Investigation and comply with all applicable requirements of the latest adopted version of the California Building Code.

MM PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Project Applicant/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to conduct monitoring during mass grading and excavation activities in undisturbed Pleistocene alluvial fan sediment, starting at a depth of five feet.

If a fossil(s) is found at shallower depths, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the approved Project paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, full-time monitoring should be initiated at the Project. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the San Bernardino County Museum) with permanent curation and retrievable storage. Prior to curation, the City of Fontana shall be consulted on the repository/museum to receive the fossil material.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Fontana Planning Department, will signify completion of the program to mitigate impacts to paleontological resources.

5.6.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory requirements and the implementation of Mitigation Measure GEO-1 would reduce potential impacts related to unstable soils and seismic-related ground failure to a level that is less than significant. Additionally, compliance with existing regulatory programs and implementation of Mitigation Measure PAL-1 would reduce potential impacts associated with potential geotechnical hazards and unique paleontological resource impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to geology and soils and paleontological resources would occur.

REFERENCES

Brian F. Smith and Associates. "Paleontological Assessment for the Poplar South Distribution Center Project." 5 August 2022. (BFS 2022). Appendix H.

California Department of Conservation. 2021. EQ Zapp: California Earthquake Hazards Zone Application. Accessed 17 January 2023: <https://www.conservation.ca.gov/cgs/geohazards/eq-zapp>

City of Fontana. General Plan 2015-2035. 18 November 2018. Accessed: 16 January 2023. <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

City of Fontana. General Plan 2015-2035 Environmental Impact Report. 10 August 2018. Accessed: 16 January 2023. <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

County of San Bernardino. Geologic Hazard Maps – Map FH29C. Accessed: <https://lus.sbcounty.gov/planning-home/zoning-and-overlay-maps/geologic-hazard-maps/>

Southern California Geotechnical. "Geotechnical Investigation Proposed Warehouse, Poplar Avenue, South of Santa Ana Avenue Fontana, California for Seefried Industrial Properties, Inc." 11 February 2022 (SCG 2022). Appendix G.

Society of Vertebrate Paleontology. "Society of Vertebrate Paleontology Handbook." 16 January 2023.

This page intentionally left blank.

5.7 Greenhouse Gases

5.7.1 INTRODUCTION

This section of the Draft EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the Project contribute to elevated levels of GHGs in the Earth's atmosphere and consequently contributes to climate change. This section also addresses the Project's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of GHGs. The analysis within this section is based on the following City documents and technical reports by LSA:

- *City of Fontana General Plan Update 2015-2035*, Adopted 13 November 2018
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report*, Certified 13 November 2018
- *Southwest Industrial Park Specific Plan*, Adopted 12 June 2012
- *Southwest Industrial Park (SWIP) Specific Plan Update and Annexation*, Certified 12 June 2012
- *City of Fontana Municipal Code*
- *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report Poplar South Distribution Center*, LSA, January 2023, Appendix B

5.7.2 REGULATORY SETTING

5.7.2.1 International Regulations

Paris Agreement

The Kyoto Protocol was adopted in December 1997 as an international agreement that aimed to reduce carbon dioxide emissions and the presence of greenhouse gases in the atmosphere. The essential tenet of the Kyoto Protocol was that industrialized nations needed to lessen the amount of their CO₂ emissions. Under the Protocol, 37 industrialized countries and the European Community committed to reducing their greenhouse gas emissions by an average of 5 percent against 1990 levels over the five-year period of 2008-2012. The Kyoto Protocol has since been superseded by the Paris Agreement.

The Paris Agreement is a legally binding international treaty on climate change. It was adopted by 196 Parties at the United Nations Climate Change Conference in December 2015. At the time of adoption, the overarching goal of the Paris Agreement was to hold the increase in the global average temperature to well below 2°C above pre-industrial levels and pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels. However, in recent years, world leaders have stressed the need to limit global warming to 1.5°C by the end of this century. The Paris Agreement also provides a way for developed nations to assist developing nations in their efforts to adapt climate control, and it creates a framework for monitoring and reporting countries' climate goals transparently.

5.7.2.2 Federal Regulations

Clean Air Act

First enacted in 1955, the Clean Air Act (CAA) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants.

EPA Endangerment Finding

The “Endangerment Finding” reflects the overwhelming scientific evidence on the causes and impacts of climate change. In 2009, the EPA issued its science-based finding that the mix of atmospheric concentrations of six key, well-mixed greenhouse gases threaten both the public health and the public welfare of current and future generations. These six greenhouse gases are: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). The Endangerment Finding requires the EPA to take action under the CAA to curb emissions of carbon dioxide, methane, and four other heat-trapping air pollutants from vehicles, power plants, and other industries. The EPA found that the combined greenhouse gas emissions from new motor vehicles and motor vehicle engines contribute to the atmospheric concentrations of these key greenhouse gases and hence to the threat of climate change. These findings were made in response to the April 2007 *Massachusetts v. EPA* Supreme Court decision, in which the court found that greenhouse gases are air pollutants under the CAA.

5.7.2.3 State Regulations

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the “Low Emission Vehicle” (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

California Assembly Bill 1279

Assembly Bill (AB) 1279 requires the state to achieve net zero greenhouse gas emissions (GHG) as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels, and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions

to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the state achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the state can reach the 2030 climate target to reduce greenhouse gas (GHG) emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the 2020 GHG reduction goal. In 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the state's post-2020 reduction strategy. The Second Update would reflect the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. In 2014, CARB released the First Update to the Scoping Plan, which builds upon the Initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. This update defines CARB's climate change priorities for the next five years and sets the groundwork to reach long-term goals set forth in Executive Order S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals in the original 2008 Scoping Plan. It also evaluates how to align the state's "longer-term" GHG reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use.

On December 15, 2022, CARB adopted the 2022 Scoping Plan. The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines section 15183.5.

Senate Bill 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The CEQA Section gives discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are referenced in general terms, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion

requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

Senate Bill 375 (Chapter 728, Statutes of 2008)

In August 2008, the Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, SB 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for "transit priority projects," as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all state agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the state's 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor's Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 was signed on September 8, 2016 by Governor Jerry Brown. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that ARB is not only responsive to the Governor, but also the Legislature.

California Assembly Bill 398 – Extension of Cap and Trade Program to 2030 (Chapter 617, Statutes of 2017)

AB 398 was signed by Governor Brown on July 25, 2017 and became effective immediately as urgency legislation. AB 398, among other things, extending the cap and trade program through 2030.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CALGreen) is updated every three years. The most recent update was the 2022 California Green Building Code Standards that will become effective on January 1, 2023.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The California Energy Commission anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

The 2022 CALGreen standards that reduce GHG emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).

- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CalGreen Building Standards Code has been adopted by the City of Fontana as Ordinance No. 1907.

5.7.2.4 Local Regulations

City of Fontana General Plan Update 2015-2035

The City of Fontana General Plan Update 2015-2035 contains the following policies related to greenhouse gas emissions that are applicable to the Project:

Goal 9.7 The city of Fontana participates in shaping regional transportation policies to reduce traffic congestion and greenhouse gas emissions.

Policies

- Participate in the efforts of the Southern California Association of Governments (SCAG) to coordinate transportation planning and services that support greenhouse gas reductions.

Actions

- Reduce greenhouse gas emissions associated with transportation by reducing vehicle miles traveled and per-mile emissions through use of vehicle technologies to meet the City's goals for greenhouse gas reductions by 2035.

Goal 12.4 Fontana meets the greenhouse gas reduction goals for 2030 and subsequent goals set by the state.

Policies

- Continue to collaborate with SBCTA, infrastructure agencies, and utilities on greenhouse gas reduction studies and goals.

Actions

- Build on baseline research completed for greenhouse gas reduction to set local goals and meet state goals.
- Work with regional agencies to meet any future state goals for GHG reductions.

Ordinance No. 1891 - Industrial Commerce Center Sustainability Standards

Establishes sustainability standards applicable to all warehouse development projects that are intended to improve local air and environmental quality. Standards required by Chapter 9, Section V of the Fontana Municipal Code that would directly reduce local air pollution emissions include:

Signage and Traffic Patterns

- Anti-idling signs indicating a three-minute diesel truck engine idling restriction shall be posted at industrial commerce facilities along entrances to the site and in the dock areas and shall be strictly enforced by the facility operator.
- Signs shall be installed in public view with contact information for a local designated representative who works for the facility operator and who is designated to receive complaints about excessive dust, fumes, or odors, and truck and parking complaints for the site, as well as contact information for the SCAQMD's on-line complaint system and its complaint call-line: 1-800-288-7664. Any complaints made to the facility operator's designee shall be answered within 72 hours of receipt.

Alternative Energy

- On-site motorized operational equipment shall be ZE (zero emission).
- All building roofs shall be solar-ready, which includes designing and constructing buildings in a manner that facilitates and optimizes the installation of a rooftop solar photovoltaic (PV) system at some point after the building has been constructed.
- The office portion of a building's rooftop that is not covered with solar panels or other utilities shall be constructed with light colored roofing material with a solar reflective index ("SRI") of not less than 78. This material shall be the minimum solar reflective rating of the roof material for the life of the building.
- On buildings over 400,000 square feet, prior to issuance of a business license, the city shall ensure rooftop solar panels are installed and operated in such a manner that they will supply 100 percent of the power needed to operate all non-refrigerated portions of the facility including the parking areas.
- At least ten percent of all passenger vehicle parking spaces shall be electric vehicle (EV) ready, with all necessary conduit and related appurtenances installed. At least five percent of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to building occupancy. Signage shall be installed indicating EV

charging stations and specifying that spaces are reserved for clean air/EV vehicles. Unless superior technology is developed that would replace the EV charging units, facility operator and any successors in interest shall be responsible for maintaining the EV charging stations in working order for the life of the facility.

- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide chilled, cooled, or freezer warehouse space, a conduit shall be installed during construction of the building shell from the electrical room to 100 percent of the loading dock doors that have potential to serve the refrigerated space. When tenant improvement building permits are issued for any refrigerated warehouse space, electric plug-in units shall be installed at every dock door servicing the refrigerated space to allow transport refrigeration units (TRUs) to plug in. Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.
- Bicycle racks are required per section 30-714 and in the amount required for warehouse uses by table 30-714 of the zoning and development code. The racks shall include locks as well as electric plugs to charge electric bikes. The racks shall be located as close as possible to employee entrance(s). Nothing in this section shall preclude the warehouse operator from satisfying this requirement by utilizing bicycle parking amenities considered to be superior such as locating bicycle parking facilities indoors or providing bicycle lockers.

Operation and Construction

- To ensure that warehouse electrical rooms are sufficiently sized to accommodate the potential need for additional electrical panels, either a secondary electrical room shall be provided in the building, or the primary electrical room shall be sized 25 percent larger than is required to satisfy the service requirements of the building or the electrical gear shall be installed with the initial construction with 25 percent excess demand capacity.
- The following environmentally responsible practices shall be required during construction:
 - The applicant shall use reasonable best efforts to deploy the highest rated CARB Tier technology that is available at the time of construction. Prior to permit issuance, the construction contractor shall submit an equipment list confirming equipment used is compliant with the highest CARB Tier at the time of construction. Equipment proposed for use that does not meet the highest CARB Tier in effect at the time of construction, shall only be approved for use at the discretion of the planning director and shall require proof from the construction contractor that, despite reasonable best efforts to obtain the highest CARB Tier equipment, such equipment was unavailable.
 - Use of electric-powered hand tools, forklifts, and pressure washers.
 - Designation of an area in any construction site where electric-powered construction vehicles and equipment can charge.
 - Identification in site plans of a location for future electric truck charging stations and installation of a conduit to that location.
 - Diesel-powered generators shall be prohibited except in case of emergency or to establish temporary power during construction.
- Property owner shall provide facility operator with information on incentive programs such as the Carl Moyer Program and voucher incentive program and shall require all facility operators to enroll in the United States Environmental Protection Agency's SmartWay Program.

The City would ensure compliance with the requirements of Chapter 9, Section V of the Municipal Code as part of their standard building permit review/approval and site inspection processes.

5.7.3 ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). For example, SF₆ is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF₆, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO₂. Therefore, an emission of one metric ton (MT) of SF₆ could be reported as an emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. HFCs have a variety of lifetimes, between 1.4 years to 260 years. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Project Site Conditions

The 19.08-acre Project site is currently developed with 40 single-family residential units. Some of the residences operate an additional use or business, such as truck transportation, auto storage, and auto repair facilities. GHG emissions are currently generated by the operation of these uses and the related vehicle trips.

The Project site is located in the City of Fontana. The primary GHG emissions in the City of Fontana are from on-road transportation; building energy; and waste.

5.7.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

- GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lessen the cumulative problem.

The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, that could be applied by lead agencies, which includes the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - Option 1: Bright-line threshold for all land use types: 3,000 MTCO₂E per year
 - Option 2: Threshold based on specific land use type:
 - Residential: 3,500 MTCO₂E per year
 - Commercial: 1,400 MTCO₂E per year
 - Mixed use: 3,000 MTCO₂E per year
- Tier 4 has the following options:
 - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 Target: For service populations (SP), including residents and employees, 4.8 MTCO₂E/SP/year for projects and 6.6 MTCO₂E/SP/year for plans.
 - Option 3, 2035 Target: 3.0 MTCO₂E/SP/year for projects and 4.1 MTCO₂E/SP/year for plans.

The SCAQMD's proposed thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 ppm, thus stabilizing global climate.

The 3,000 MTCO₂e per year threshold is based on a 90 percent emission "capture" rate methodology. Prior to its use by the SCAQMD, the 90 percent emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in its CEQA & Climate Change white paper (2008). A 90 percent emission capture rate means that unmitigated GHG emissions from the top 90 percent of all GHG-producing projects within a geographic area – the Basin in this instance – would be

subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10 percent of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90 percent emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the state's GHG reduction targets, are allowed to proceed. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximately one percent of projected statewide GHG emissions in the Year 2050.

In setting the threshold at 3,000 MTCO_{2e} per year, SCAQMD researched a database of projects kept by the Governor's Office of Planning and Research (OPR). That database contained 798 projects, 87 of which were removed because they were very large projects and/or outliers that would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. The SCAQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. Importantly, the sample of projects included warehouses and other light industrial land uses, but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of these projects were calculated by SCAQMD to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the SCAQMD analysis determined that the 90th percentile ranged between 2,983 to 3,143 MTCO_{2e} per year. The SCAQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MTCO_{2e} per year) to define small projects that are considered less than significant and do not need to provide further analysis.

The City understands that the 3,000 MTCO_{2e}/yr threshold was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO_{2e}/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the *Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold* (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold “uses the Executive Order S-3-05 goal [80% below 1990 levels by 2050] as the basis for deriving the screening level” and, thus, remains valid for use in 2022. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Based on the foregoing guidance, the City of Fontana has elected to rely on compliance with a local air district threshold in the determination of significance of Project-related GHG emissions. Specifically, the City has selected the interim 3,000 MTCO_{2e}/yr threshold recommended by SCAQMD staff for industrial sector projects against which to compare Project-related GHG emissions.

Thus, for purposes of this analysis, if Project-related net GHG emissions do not exceed the 3,000 MTCO_{2e}/yr threshold, then Project-related net GHG emissions would clearly have a less-than-significant impact pursuant to Threshold GHG-1. On the other hand, if Project-related net GHG emissions exceed 3,000 MTCO_{2e}/yr, the Project would be considered a substantial source of GHG emissions.

5.7.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2022.1 has been used to determine construction and operational GHG emissions for buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description*.

The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions, GHGs are quantified and, per SCAQMD methodology, the total GHG emissions for construction activities are divided by 30-years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency to consider the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. However, there is no statewide program or regional program or plan that has been adopted with which all new development must comply.

5.7.6 ENVIRONMENTAL IMPACTS

IMPACT GHG-1: WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, IN A WAY THAT WOULD HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

Less than Significant Impact. Implementation of the proposed Project would generate GHG emissions from construction activities, operational transportation, energy, waste disposal, and area sources (such as onsite equipment). For construction emissions, the SCAQMD recommends amortizing emissions over 30 years by calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational phase GHG emissions, which is done within this analysis.

Long-term operations of uses proposed by the Project would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.
- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.
- **Mobile Source Emissions.** The Project-related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics from the Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis (Appendix M) were utilized to quantify the GHGs from operation of the Project at buildout. To determine emissions from passenger car vehicles and truck trips, the CalEEMod defaults were utilized for trip lengths for passenger car vehicles and 2 to 3-axle trucks, while 4+ axle trucks were assumed to travel approximately 40 miles.

- **Stationary Source Emissions.** It is anticipated that the Project would include a 200 horsepower (hp) diesel fire pump. For analytical purposes, it is assumed that the fire pump would run approximately one hour per month.
- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, water usage is based on the estimated water demand.
- **Solid Waste.** The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.

The proposed Project would be required to be developed in compliance with the City of Fontana's Industrial Commerce Centers Sustainability Standards, included as PPP GHG-1. Through compliance with PPP GHG-1, the Project would be designed in a manner that would facilitate the reduction of GHG emissions from onsite sources, such as through the provision of solar onsite in a manner which would offset 100 percent of the building's electricity needs and greatly reduce GHG emissions from energy sources. The annual GHG emissions associated with the proposed Project are summarized in Table 5.7-1. As shown, construction and operation of the Project would generate a net total of approximately 2,893.3 MTCO_{2e}/yr with compliance with the City of Fontana's Industrial Commerce Centers Sustainability Standards (included herein as PPP GHG-1); and would not exceed the screening threshold of 3,000 MTCO_{2e}/yr.

As described previously, the proposed Project would be required to implement a number of sustainable design features that would reduce GHG emissions, pursuant to the City of Fontana's Industrial Commerce Centers Sustainability Standards. As the Project is larger than 400,000 SF, prior to issuance of a building license, the City shall ensure rooftop solar panels are installed and operated in such a manner that they will supply 100 percent of the electricity needed to operate all non-refrigerated portions of the building, including parking areas. Further, the Project shall adhere to other requirements of the City of Fontana's Industrial Commerce Centers Sustainability Standards, such as:

- Onsite motorized operational equipment shall be zero emission;
- At least ten percent of all passenger vehicle parking spaces shall be electric vehicle (EV) ready and at least five percent of all passenger vehicle parking spaces shall be equipped with a working Level 2 Quick Charge EV charging station;
- Requiring the use of the highest rated CARB Tier technology that is available at the time of construction.

Therefore, with implantation of the requirements set forth in the City of Fontana's Industrial Commerce Centers Sustainability Standards, included as PPP GHG-1, impacts related to GHG emissions would be less than significant.

Table 5.7-1: Project Generated Greenhouse Gas Emissions

Emissions Source	Operational Emissions				
	CO ₂	CH ₄	N ₂ O	CO _{2e}	Percentage of Total
Existing Uses GHG Emissions					
Area Sources	13.1	<0.1	0.0	13.5	2
Energy Sources	140.0	<0.1	<0.1	140.0	19
Mobile Sources	548.0	<0.1	<0.1	558.0	77
Waste Sources	3.4	0.3	0.0	12.0	2
Water Sources	3.3	<0.1	<0.1	5.0	<1
Total Existing Uses Emissions				728.5	
Proposed Project GHG Emissions					
Area Sources	10.0	<0.1	<0.1	10.0	<1
Energy Sources	42.2	<0.1	<0.1	42.3	1
Mobile Sources – Vehicle and Light Duty Trucks	1,060.0	<0.1	0.1	1,078.0	30
Mobile Sources – Heavy Duty Trucks	1,883.0	0.2	0.3	1,980.0	55
Waste Sources	41.1	4.1	0.0	144.0	4
Water Sources	223.0	3.7	0.1	342.0	10
Stationary Sources	0.9	<0.1	<0.1	0.9	<1
Total Project Operational Emissions				3,597.2	-
Amortized Construction Emissions				24.6	-
Total Annual Emissions				3,621.8	-
Total Net Annual Emissions				2,893.3	-
SCAQMD Threshold				3,000	-
Exceed?				No	-

Source: LSA (January 2023)

IMPACT GHG-2: WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?

Less than Significant Impact. The Project would provide contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed Project would not interfere with the state’s implementation of AB 1279’s target of 85 percent below 1990 levels and carbon neutrality by 2045 because it does not interfere with implementation of the GHG reduction measures listed in CARB’s Updated Scoping Plan (2022), as demonstrated in Tables 5.7-2. CARB’s 2022 Scoping Plan reflects the 2045 target of an 85 percent reduction below 1990 levels, set by Executive Order B-55-18, and codified by AB 1279. In addition, the Project would be consistent with the following state policies that were adopted for the purpose of reducing GHG emissions.

- **Pavley emissions standard and Low Carbon Fuel Standard:** Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The proposed Project is consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- **Medium/Heavy-Duty Vehicle Regulations:** Medium/heavy-duty vehicle regulations are implemented by the state to reduce emissions from trucks. Since the proposed Project has a large truck component, these regulations would aid in reducing GHG emissions from the Project. The

proposed Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.

- Tractor-Trailer Greenhouse Gas Regulation:** Tractor-trailers subject to this state regulation are primarily 53-foot or longer box-type trailers, and are required to either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The proposed Project is consistent with this regulation, as it applies to specific trucks that are used throughout the state.
- Energy Efficiency – Title 24/CALGreen:** The proposed Project is subject to the CALGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features as listed in Section 5.7.2, *Regulatory Setting* that reduce energy consumption. Compliance with the CALGreen standards would be verified by the City during the building permitting process.
- Renewable Portfolio Standard.** As a customer of Southern California Edison (SCE), the proposed Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations which reduce GHG emissions, and would be consistent with this requirement.
- Million Solar Roofs Program:** The proposed Project is consistent with this scoping plan measure as the Project structure would be required to install rooftop solar panels to provide enough power needed to operate all non-refrigerated portions of the building, including parking areas pursuant to Fontana Municipal Code Chapter 9, Section V (Industrial Commerce Center Sustainability Standards). The total solar power required would be determined at the time the tenant is particularized; however, the building would be able to sufficiently accommodate required solar infrastructure based on the permitted uses of the proposed building and anticipated power demand.
- Water Efficiency and Waste Diversion:** Development and operation of the proposed Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the state.

Table 5.7-2: Project Consistency with the CARB 2022 Scoping Plan

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40% Below 1990 levels by 2030.	Consistent. The Project would comply with the 2022 Title 24, Part 6 building energy requirements along with other local and state initiatives that aim to achieve the 40% below 1990 levels by 2030 goal.
Smart Growth/Vehicle Miles Traveled VMT	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	Consistent. As discussed in Chapter 5.14, <i>Transportation</i> , of this Draft EIR, the Project would result in less than significant impacts related to VMT. Therefore, the Project would be consistent with policies aimed at reducing VMT.
Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)	
100% of LDV sales are ZEV by 2035.	Consistent. The proposed Project would be designed and constructed in accordance with the 2022 Title 24 Part 6 and Part 11 requirements, which includes ZEV designated parking spaces and charging stations.
Truck ZEVs	
100% of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	Consistent. The proposed Project would be designed and constructed in accordance with the 2022 Title 24 Part 6 and Part 11 and City of Fontana Industrial Commerce

	Centers Sustainability Standards requirements, which includes prewiring for Truck ZEV charging stations at designated loading docks.
Aviation	
20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	Not Applicable. The proposed Project would not utilize aviation fuel.
Ocean-going Vessels (OGV)	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	Not Applicable. The proposed Project would not utilize any OGVs.
Port Operations	
100% of cargo handling equipment is zero-emission by 2037. 100% of drayage trucks are zero emission by 2035.	Not Applicable. The proposed Project would not impact any operations at any ports.
Freight and Passenger Rail	
100% of passenger and other locomotive sales are ZEV by 2030. 100% of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	Not Applicable. The proposed Project would not involve any freight or passenger rail operations.
Oil and Gas Extraction	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	Not Applicable. The proposed Project would not involve any oil or gas extraction.
Petroleum Refining	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	Not Applicable. The proposed Project would not involve any petroleum refining.
Electricity Generation	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO _{2e}) in 2030 and 30 MMTCO _{2e} in 2035. Retail sales load coverage 20 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	Consistent. The Project would comply with the 2022 Title 24, Part 6 building energy and City of Fontana Industrial Commerce Centers Sustainability Standards requirements, including increases in onsite renewable energy generation requirements as well as improved insulation reducing energy consumption.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The Project would comply with the 2022 Title 24, Part 6 building energy requirements, including installing electrical wiring for all built in appliances.
Existing Residential Buildings	
80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	Not Applicable. The proposed Project would not involve the operation of any existing residential buildings.
Existing Commercial Buildings	
80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	Not Applicable. The proposed Project would not involve any existing commercial buildings.
Food Products	

<p>7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045.</p>	<p>Consistent. The proposed Project would not include any cold storage and no perishable food products would be associated with the operation of the proposed warehouse. The proposed Project would comply with the 2022 Title 24, Part 6 and City of Fontana Industrial Commerce Centers Sustainability Standards building energy requirements, including increases in onsite renewable energy generation requirements as well as improved insulation reducing energy consumption.</p>
<p>Construction Equipment</p>	
<p>25% of energy demand electrified by 2030 and 75% electrified by 2045.</p>	<p>Consistent. The proposed Project would be required to use construction equipment that are registered by CARB and meet CARB’s standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25% in 2030 and 75% in 2045.</p>
<p>Chemicals and Allied Products; Pulp and Paper</p>	
<p>Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045. Electrify 100% of other energy demand by 2045.</p>	<p>Not Applicable. The proposed Project would not be utilized for pulp and/or paper products food products.</p>
<p>Stone, Clay, Glass, and Cement</p>	
<p>CCS on 40% of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.</p>	<p>Not Applicable. The proposed Project would not include manufacturing of stone, clay, glass or cement.</p>
<p>Other Industrial Manufacturing</p>	
<p>0% energy demand electrified by 2030 and 50% by 2045.</p>	<p>Consistent. The proposed Project would comply with the 2022 Title 24, Part 6 and City of Fontana Industrial Commerce Centers Sustainability Standards building energy requirements, including increases in onsite renewable energy generation requirements as well as improved insulation reducing energy consumption.</p>
<p>Combined Heat and Power</p>	
<p>Facilities retire by 2040.</p>	<p>Not Applicable. The proposed Project would not involve any existing combined heat and power facilities.</p>
<p>Agriculture Energy Use</p>	
<p>25% energy demand electrified by 2030 and 75% by 2045.</p>	<p>Not Applicable. The proposed Project would not involve any agricultural uses.</p>
<p>Low Carbon Fuels for Transportation</p>	
<p>Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.</p>	<p>Not Applicable. The proposed Project would not involve any production of biofuels.</p>
<p>Low Carbon Fuels for Buildings and Industry</p>	
<p>In 2030s, biomethane (also known as renewable natural gas) blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040. In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters</p>	<p>Not Applicable. The proposed Project would not involve any production of fuels for buildings and industry.</p>
<p>Non-combustion Methane Emissions</p>	
<p>Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75% of organic waste from landfills by 2025.</p>	<p>Not Applicable. The proposed Project would not involve any landfill and/or dairy uses.</p>

Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand	
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	Not Applicable. The proposed Project would not include any cold storage that would utilize refrigerants.

Source: California's 2022 Climate Change Scoping Plan Table 2-1: Actions for the Scoping Plan Scenario: AB 32 GHG Inventory Sectors

As demonstrated in Table 5.7-2, the Project would be consistent with the state’s requirements for GHG reductions.

In addition, the City has included the efficient use of energy resources as a goal in the General Plan Conservation Element. As detailed in Table 5.7-3, the Project would not conflict with the relevant General Plan goals and policies related to GHGs.

Table 5.7-3: Project Consistency with Fontana General Plan Conservation Element Policies

Measure	Description	Project Consistency
Building Energy		
Energy-1. Building Energy Efficiency	<ul style="list-style-type: none"> • SR Policy 1: Create a Sustainable Fontana program that promotes green practices in government and in the community. • SR Policy 2.1: Incorporate goals into the City Code for resource efficiency in municipal facilities and operations. • SR Policy 5: Promote green building through guidelines, awards, and nonfinancial incentives. • SR Policy 6.1: Promote energy-efficient development in Fontana. • SR Policy 6.2: Meet or exceed state goals for energy-efficient new construction. • Chapter 10 Policy 7: Promote renewable energy and distributed energy systems in new development and retrofits of existing development to work towards the highest levels of low carbon energy-efficiency. 	Not Applicable. This measure is not applicable as the City would be responsible for implementing this measure.
Energy-2. Light Efficiency	<ul style="list-style-type: none"> • SR Policy 1: Create a Sustainable Fontana program that promotes green practices in government and in the community. • SR Policy 2.1: Incorporate goals into the City Code for resource efficiency in municipal facilities and operations. • SR Policy 2.2: Continue organizational and operational improvements to maximize energy and resource efficiency and reduce waste. 	Consistent. The proposed Project would comply with the CALGreen Code, regarding energy conservation and green building standards. In addition, the proposed Project would include solar energy to comply with the City’s requirements for buildings over 400,000 SF.
Energy-5. Renewable Energy- New Commercial/Industrial.	<ul style="list-style-type: none"> • SR Policy 3: Promote renewable energy programs for government, Fontana businesses, and Fontana residences. • Chapter 10 Policy 7: Promote renewable energy and distributed energy systems in new development and retrofits of existing 	Consistent. The proposed Project would comply with the CALGreen Code, regarding energy conservation and green building standards. In addition, the proposed

Measure	Description	Project Consistency
	development to work towards the highest levels of low carbon energy-efficiency.	project would include solar energy to comply with the City's requirements for buildings over 400,000 SF.
Energy-6. Solar Energy for Warehouse Space	<ul style="list-style-type: none"> • SR Policy 3: Promote renewable energy programs for government, Fontana businesses, and Fontana residences. 	Consistent. The proposed Project would comply with the CALGreen Code, regarding energy conservation and green building standards. In addition, the proposed Project would include solar energy to comply with the City's requirements for buildings over 400,000 SF.
Energy-7. Solar Installation for Existing Housing	<ul style="list-style-type: none"> • SR Policy 3: Promote renewable energy programs for government, Fontana businesses, and Fontana residences. • SR Policy 3.1: Evaluate a Community Choice Aggregation (CCA) Program for Fontana. • SR Policy 3.2: Ensure that appropriate zoning and design standard regulations are in place as needed to provide for domestic solar and wind installations. • Chapter 10 Policy 7: Promote renewable energy and distributed energy systems in new development and retrofits of existing development to work towards the highest levels of low carbon energy-efficiency. 	Not Applicable. This measure is not applicable as the proposed Project would not retrofit an existing building.
Energy-8. Renewable Energy- Existing Commercial/Industrial	<ul style="list-style-type: none"> • SR Policy 3: Promote renewable energy programs for government, Fontana businesses, and Fontana residences. • SR Policy 4: Continue to collaborate with SBCTA, infrastructure agencies, and utilities on greenhouse gas reduction studies and goals. • Chapter 10 Policy 7: Promote renewable energy and distributed energy systems in new development and retrofits of existing development to work towards the highest levels of low carbon energy-efficiency. 	Not Applicable. This measure is not applicable as the proposed Project would not retrofit an existing building.
On-Road		
On Road-2. Encourage Use of Mass Transit	<ul style="list-style-type: none"> • CM Policy 1.4: Make land use decisions that support walking, bicycling, and public transit use, in alignment with the 2014-2040 Regional Transportation Plan and Sustainable Communities Strategy. • CM 7.2: Coordinate with regional agencies and Caltrans to participate in regional efforts to maintain transportation infrastructure in Fontana. • CM 7.3: Participate in the efforts of the Southern California Association of Governments (SCAG) to coordinate transportation planning and services that support greenhouse gas reductions. 	Consistent. The Project site is served by existing alternative transportation methods including bike lanes, bus stops, and pedestrian facilities. Implementation of the Project would not conflict with existing and planned alternative transportation facilities.

Measure	Description	Project Consistency
<p>On Road-3. Transportation Demand Management and Signal Synchronization</p>	<ul style="list-style-type: none"> • CM Policy 1.1: Provide roadways that serve the needs of Fontana residents and commerce, and that facilitate safe and convenient access to transit, bicycle facilities, and walkways. • CM Policy 1.2: Make safety and multimodal accessibility the top priority of Citywide transportation planning. • CM 3.2: Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership. • CM 7.1: Lead and participate in initiatives to manage regional traffic. • CM 7.4: Participate in the efforts by Caltrans to reduce congestion and improve traffic flow on area freeways. 	<p>Not Applicable. The proposed Project would generate 687 daily trips, including 39 AM peak hour trips and 35 PM peak hour trips. Based on the minimal peak hour trips generated by the proposed Project, the Project would not be required to implement transportation demand management strategies or signal synchronization.</p>
<p>On Road-4. Expand Bike Routes</p>	<ul style="list-style-type: none"> • CM 2.1: When constructing or modifying roadways, design the roadway space for use by all users when feasible, including motor vehicles, buses, bicyclists, mobility devices, and pedestrians, as appropriate for the context of the area. 	<p>Not Applicable. The proposed Project would include a speculative warehouse building. The Project does not include the construction or modification of roadways.</p>
<p>On Road-5. Community Fleet Electrification</p>	<ul style="list-style-type: none"> • CM Action 7.D: Support the adoption and use of technologies that reduce emissions from passenger and transit vehicles. 	<p>Not Applicable. The proposed Project would not involve City fleet vehicles.</p>
Solid Waste Management		
<p>Waste-2. Waste Diversion and Reduction</p>	<ul style="list-style-type: none"> • SR Policy 2.2: Continue organizational and operational improvements to maximize energy and resource efficiency and reduce waste. • Chapter 10 Policy 8.2: Continue to maximize landfill capacity by supporting recycling innovations, such as organic waste recycling for compost. 	<p>Consistent. The proposed Project would be consistent with County Solid Waste and state requirements.</p>
Water Conveyance		
<p>Water Conveyance</p>	<ul style="list-style-type: none"> • Chapter 10 Policy 1: Support initiatives to provide a long-term supply of the right water for the right use through working with regional providers and the One Water One Watershed Plan. • Chapter 10 Policy 2.1: Encourage use of processed water from the IEUA systems using recycled water for all non-drinking water purposes. • Chapter 10 Policy 2.2: Promote laundry-to-landscape greywater systems for single-family housing units. 	<p>Consistent. The proposed Project would comply with the CALGreen Code, regarding water conservation.</p>
<p>Water-1. Voluntary CALGREEN: New Construction</p>	<ul style="list-style-type: none"> • SR Policy 7: Continue to promote and implement best practices to conserve water. 	<p>Consistent. The proposed Project would comply with the CALGreen Code, regarding water conservation.</p>
<p>Water-2. Renovate Existing Buildings</p>	<ul style="list-style-type: none"> • SR Policy 7: Continue to promote and implement best practices to conserve water. 	<p>Not Applicable. This measure is not applicable as the proposed Project</p>

Measure	Description	Project Consistency
		would not retrofit an existing building.
Water-3. Water-Efficient Landscaping Practices	<ul style="list-style-type: none"> • SR Policy 7: Continue to promote and implement best practices to conserve water. • Chapter 10 Policy 3.1: Support landscaping in public and private spaces with drought resistant plants. • Chapter 10 Policy 3.2: Continue successful City water conservation programs and partnerships. 	Consistent. The proposed Project would comply with the CALGreen Code, regarding water conservation.

Source: Compiled by LSA (January 2023).
 CALGreen Code = California Green Building Standards Code
 SBCTA = San Bernardino County Transportation Authority

Overall, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The Project would be implemented in compliance with state energy standards provided in Title 24, in addition to provision of sustainable design features. The Project would not interfere with the state’s implementation of AB 1279’s target of 85 percent below 1990 levels and carbon neutrality by 2045 because it would be consistent with the CARB 2022 Scoping Plan, which is intended to achieve the reduction targets required by the state. In addition, the proposed Project would be consistent with the relevant City General Plan goal and policies. Thus, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

5.7.7 CUMULATIVE IMPACTS

GHG emissions impacts are assessed in a cumulative context, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a proposed project in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state’s borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the state of California.

Executive Order S-3-05, Executive Order B-30-15, Executive Order B-55-18, AB 1279, AB 32, and SB 32 recognize that California is a source of substantial amounts of GHG emissions; recognize the significance of the cumulative impact of GHG emissions from sources throughout the state; and set performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this Draft EIR effectively constitutes an analysis of the Project’s contribution to the cumulative impact of GHG emissions. CEQA Guidelines Section 15183.5(b) states that compliance with GHG related plans can support a determination that a project’s cumulative effect is not cumulatively considerable. As described previously, the estimated GHG emissions from development and operation of the Project would not exceed SCAQMD thresholds. Therefore, the contribution of the Project to significant cumulative GHG impacts is less than significant and not cumulatively considerable.

5.7.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Local

- City of Fontana Industrial Commerce Centers Sustainability Standards (Municipal Code Chapter 9, Article V)

Plans, Programs, or Policies (PPPs)

PPP E-1: CALGreen Compliance. Listed previously in Section 5.5, *Energy*.

PPP GHG-1: City of Fontana’s Industrial Commerce Centers Sustainability Standards. Prior to issuance of a business license, the City of Fontana Planning Director shall ensure that the proposed Project implements the requirements set forth in the City of Fontana’s Industrial Commerce Centers Sustainability Standards that are applicable to the Project.

5.7.9 PROJECT DESIGN FEATURES

None.

5.7.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact GHG-1 and Impact GHG-2 would be less than significant.

5.7.11 MITIGATION MEASURES

None.

5.7.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact GHG-1 and Impact GHG-2 would be less than significant.

REFERENCES

City of Fontana. General Plan Update 2015-2035 Noise and Safety Element. 13 November 2018.
Accessed from: <https://www.fontana.org/DocumentCenter/View/26750/Chapter-11---Noise-and-Safety>

City of Fontana. General Plan Update 2015-2035 Environmental Impact Report. 13 November 2018. Accessed from: <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

City of Fontana. Municipal Code. Accessed from: https://library.municode.com/ca/fontana/codes/code_of_ordinances?nodeId=CO_CH9ENPREEX_ARTVINCOCESUST_S9-71BUSCADUS

Southwest Industrial Park Specific Plan. 12 June 2012. Accessed from: <https://www.fontana.org/DocumentCenter/View/29312/Southwest-Industrial-Specific-Plan---Combined-Document>

Southwest Industrial Park (SWIP) Specific Plan Update and Annexation Public Review Draft Program Environmental Impact Report. 12 June 2012. Accessed from: <https://www.fontana.org/DocumentCenter/View/36382/SWIP-Public-Review-Draft-Program-EIR>

LSA. "Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report Poplar South Distribution Center Project." February 2023. Appendix B.

5.8 Hazards and Hazardous Materials

5.8.1 INTRODUCTION

This section considers the nature and range of foreseeable hazardous materials, airport hazards, and physical hazards and impacts that would result from implementation of the Project. It identifies the ways that hazardous materials, airport hazards, and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of Project.

This section also describes routine hazardous materials that are likely to be used, handled, or processed within the Project area, and the potential for upset and accident conditions in which hazardous materials could be released. The impact analysis identifies ways in which hazardous materials might be routinely used, stored, handled, processed, or transported, and evaluates the extent to which existing and future populations could be exposed to hazardous materials. This analysis also addresses ways in which the Project may result in safety hazards for the public or future employees onsite. The analysis in this section is based, in part, on the following documents and resources:

- *Phase I Environmental Site Assessment*, Hazard Management Consulting, January 2022, Appendix I
- *City of Fontana General Plan Update 2015-2035*, Adopted November 2018
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report*, Certified November 2018
- *City of Fontana Code of Ordinances*

Hazardous Waste

According to ASTM International:

- A **recognized environmental condition** is defined as “...the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property...”
- A **historical recognized environmental condition** is defined as “a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).”
- A **controlled recognized environmental condition** is defined as “a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).”
- A **de minimis condition** is defined as “a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis conditions are not recognized environmental conditions nor controlled recognized environmental conditions.”

5.8.2 REGULATORY SETTING

5.8.2.1 Federal Regulations

Resource Conservation and Recovery Act of 1976

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to RCRA, the U.S. Environmental Protection Agency (USEPA) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a “cradle to grave” manner. RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources. The USEPA has largely delegated responsibility for implementing the RCRA program in California to the State, which implements this program through the California Hazardous Waste Control Law.

RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle), which is discussed in detail below.

RCRA allows the USEPA to oversee the closure and post-closure of landfills. Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, gives the USEPA the power to establish water quality standards and beneficial uses for waters from below- or above-ground sources of contamination. For the Project area, water quality standards are administered by the Regional Water Quality Control Board (RWQCB).

RCRA also allows the USEPA to control risk to human health at contaminated sites. Vapor intrusion presents a significant risk to human populations overlying contaminated soil and groundwater and is considered when conducting human health risk assessments and developing Remedial Action Objectives.

Occupational Safety and Health Act of 1970

Federal and state occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by the U.S. Department of Labor Occupational Safety and Health Administration (OSHA). Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of material safety data sheets (MSDS), which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates the administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards is required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a “hazardous atmosphere” within confined spaces where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit. Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act (HMTA), which is administered by the Research and Special Programs Administration (RSPA) of the US Department of Transportation (USDOT). The Hazardous Materials Transportation Act provides USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. USDOT has regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or are involved in any way with the manufacture or testing of hazardous materials packaging or containers. USDOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, USDOT is responsible for developing curriculum to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. Hazardous Materials Transportation Act was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

Title 49, Code of Federal Regulations, Chapter I

Under Code of Federal Regulations (CFR) Title 49, Chapter I, USDOT's Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials. Title 49, Chapter I sets forth regulations for response to hazardous materials spills or incidents during transport and requirements for shipping and packaging of hazardous materials.

Emergency Planning and Community Right-to-Know Act

Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA)(42 USC § 11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; offsite transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory. To implement EPCRA, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal EPCRA program is implemented and administered in California Governor's Office of Emergency Services (Cal OES), a state commission, 6 local committees, and 81 Certified Unified Program agencies. Cal OES coordinates and provides staff support for the commission and local committees.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 (15 USC § 2601 et seq.) gave the EPA the ability to track the 75,000 industrial chemicals produced or imported into the United States. The EPA repeatedly screens these chemicals; can require reporting or testing of any that may pose an environmental or human health hazard; and can ban the manufacture and import of chemicals that pose an unreasonable risk. The EPA tracks the thousands of new chemicals each year with unknown or dangerous characteristics. The act supplements other federal statutes, including the Clean Air Act and the Toxics Release Inventory under EPCRA.

Code of Federal Regulations Title 29, Section 1926.62

CFR Title 29, Section 1926.62 provides federal regulations for construction work where an employee may be occupationally exposed to lead. It includes standards for exposure assessment, worker protection, methods of compliance, biological monitoring, and medical surveillance.

Code of Federal Regulations Title 40, Part 761

CFR Title 40, Part 761 provides federal regulations for the manufacturing, processing, distribution, use, and clean up of polychlorinated biphenyls (PCBs). It provides remediation standards for the clean up of PCB waste in soils.

5.8.2.2 State Regulations**Hazardous Materials Management and Waste Handling**

In the regulation of hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (CalOSHA) are the primary state agencies responsible for hazardous materials management. Additionally, the California Emergency Management Agency (CalEMA) administers the California Accidental Release Prevention (CalARP) program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of both federal (RCRA) and State hazardous waste laws. The California Department of Pesticide Regulation, which is a branch of CalEPA, regulates the sale, use, and cleanup of pesticides (CCR, Title 3).

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of state and local agencies. The California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

The primary local agency, known as the Certified Unified Program Agency (CUPA), with responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management is the San Bernardino County Fire Department. The Unified Program is the consolidation of six state environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by Cal-EPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures (SPCC) requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

Hazardous Waste Control Act

The Hazardous Waste Control Act was passed in 1972 and established the California Hazardous Waste Control Program within the Department of Health Services. California's hazardous waste regulatory effort became the model for the federal RCRA. California's program, however, was broader and more comprehensive than the federal system, regulating wastes and activities not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program.

California Government Code Section 65962.5

Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services (DHS) lists of contaminated drinking water wells, sites listed by the State Water Resources Control Board as having underground storage tank (UST) leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

California Code of Regulations (CCR), Title 22 - Hazardous Waste Control Law, Chapter 6.5

The Department of Toxic Substances Control regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under RCRA and the California Hazardous Waste Control Law. Both laws impose "cradle-to-grave" regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies.

CCR, Title 27 - Solid Waste

Title 27 of the CCR contains a waste classification system that applies to solid wastes that cannot be discharged directly or indirectly to waters of the State and which therefore must be discharged to waste management sites for treatment, storage, or disposal. CalRecycle and its certified Local Enforcement Agency regulate the operation, inspection, permitting, and oversight of maintenance activities at active and closed solid waste management sites and operations.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs or "Chisels") are concentrations of 54 hazardous chemicals in soil or soil gas that CalEPA considers to be below thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment on behalf of CalEPA. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the EPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed to not pose a significant health risk to people who may live or work at the site. There are separate CHHSLs for residential and commercial/industrial sites.

CCR, Title 8 – Occupational Safety

CalOSHA administers federal occupational safety requirements and additional state requirements in accordance with CCR, Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Compliance with CalOSHA regulations and associated programs would be required for the Project due to the potential hazards posed by onsite construction activities and contamination from former uses.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government, and private agencies. The plan is administered by the California Emergency Management Agency and includes response to hazardous materials incidents. The California Emergency Management Agency coordinates the response of other agencies, including CalEPA, California Highway Patrol, California Department of Fish and Wildlife, Regional Water Quality Control Board, South Coast Air Quality Management District, County Fire Department, and the County Department of Environmental Health.

Hazardous Materials in Structures: Asbestos-Containing Materials and Lead-Based Paint

Several regulations and guidelines pertain to abatement of and protection from exposure to asbestos-containing materials (ACM) and lead-based paint (LBP), including Construction Safety Orders 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP) from CCR, Title 8, and Part 61, Subpart M, of the Code of Federal Regulations (pertaining to ACM). California Health and Safety Code Section 39650 et seq. provides further regulations on airborne toxic control measures. In California, ACM and LBP abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services. Asbestos is also regulated as a hazardous air pollutant under the Clean Air Act and a potential worker safety hazard under the authority of Cal/OSHA. Requirements for limiting asbestos emissions from building demolition and renovation are specified in SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and ACMs.

California Emergency Services Act

The California Emergency Services Act (Government Code Section 8550 et seq.) was adopted to establish the State's roles and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the State. This act is intended to protect health and safety by preserving the lives and property of the people of the State.

5.8.2.3 Regional Regulations

AB 617, Community Air Protection Program

In response to Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017), CARB has established the Community Air Protection Program. AB 617 requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. Air districts are required to host workshops in order to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations has been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor community-specific air pollution goals. Under AB 617, CARB must prepare an air monitoring plan by October 1, 2018, that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, CARB is also required to

prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology (BARCT), adopt new rules requiring the latest BARCT for all criteria pollutants for which an area has not achieved attainment of California AAQS, and provide uniform state-wide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the air pollution impacted communities identified by CARB.

5.8.2.4 Local Regulations

Ontario International Airport Land Use Compatibility Plan

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was prepared for and adopted by the Ontario International Airport – Inter Agency Collaborative (ONT-IAC) and includes compatibility policies for Ontario Airport. In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the Ontario International Airport – Inter Agency Collaborative LUCP has the responsibility of airport land use compatibility planning for the airport in Ontario. The Ontario Airport LUCP sets forth policies that apply to airport planning and developments within the vicinity of the airport.

San Bernardino County Emergency Operations Plan

San Bernardino County Fire’s Office of Emergency Services (OES) is responsible for countywide emergency planning, mitigation, response and recovery activities. OES manages the County’s emergency operations center and develops and maintains the County’s emergency operations plan and hazard mitigation plan. The current emergency operations plan, adopted by the County Board of Supervisors in 2013, specifies roles and responsibilities of various County and other local agencies in each of the four phases of emergency management: preparedness/planning, response, recovery, and mitigation. The San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan, approved by FEMA in July 2017, includes risk assessments for many types of hazards, both natural and man-made; an assessment of community capabilities for hazard mitigation; and mitigation strategies. County-identified evacuation routes consist of major and secondary highways.

San Bernardino County implements an extensive emergency preparedness system that adheres to the National Incident Management System (NIMS), which provides a comprehensive and standardized incident management system. Because San Bernardino County is NIMS compliant, it is eligible for federal preparedness grants. The County also follows the Standardized Emergency Management System (SEMS) adopted by California, which makes it eligible for reimbursement of response-related costs under state disaster assistance programs.

City of Fontana Local Hazard Mitigation Plan

The City of Fontana has also developed and adopted a Local Hazard Mitigation Plan (LHMP), which aims to reduce and eliminate risks by implementing set strategies for earthquake hazards, flood hazards, fire hazards, and hazardous materials.

City of Fontana General Plan

The City of Fontana General Plan contains the following policies related to hazards and hazardous materials that are applicable to the Project:

Noise and Safety Element

Goal 1 The City of Fontana protects sensitive land uses from excessive noise by diligent planning through 2035.

Policies

- Noise-tolerant land uses shall be guided into areas irrevocably committed to land uses that are noise producing, such as transportation corridors.
- Noise spillover or encroachment from commercial, industrial and educational land uses shall be minimized in adjoining residential neighborhoods or noise-sensitive uses.

Goal 2 The City of Fontana provides a diverse and efficiently operated ground transportation system that generates the minimum feasible noise on residents through 2035.

Policies

- All noise sections of the State Motor Vehicle Code shall be enforced.
- Roads shall be maintained such that the paving is in good condition and free of cracks, bumps, and potholes.
- Noise-mitigation measures shall be included in the design of new roadway projects in the city.

Goal 6 Flooding injury, loss of life, property damage, and economic and social disruption caused by flood and inundation hazards are minimized in the City of Fontana.

Policy

- The City shall discourage new development in flood hazard areas and implement mitigation measures to reduce the hazard to existing developments that are located within 100- and 500-year flood zones.

Goal 8 The potential for hazardous contamination is reduced in the City of Fontana.

Policy

- The City shall strive to reduce the potential for residents, workers, and visitors to Fontana from being exposed to hazardous materials and wastes.

Goal 9 The City maintains regulations, plans, protocols and emergency training to reduce hazards and risks, and meet State and Federal requirements for emergency assistance.

Policies

- The City shall keep hazard mitigation and emergency services programs up to date.
- The City shall continue to provide hazard and risk mitigation and emergency training to public employees and the public at large.

Infrastructure and Green Systems Element

Goal 8 All residences, businesses, and institutions have a dependable, environmentally safe means to dispose of solid waste.

Policies

- Continue providing city waste-management services.
- Continue to maximize diversion opportunities and landfill capacity by supporting recycling innovations, such as E-waste, commercial, multifamily and organic waste recycling programs.

City of Fontana Municipal Code

Chapter 8: Emergency Preparedness. Chapter 8 of the Fontana Municipal Code sets forth provisions and standards for the preparation of and carrying out of emergency plans for the protection of persons and property within the city in the event of an emergency. The City of Fontana adopted the standardized emergency management system (SEMS) in accordance with California Government Code section 8607.

5.8.3 ENVIRONMENTAL SETTING

Environmental Site Conditions

The Project site is currently developed with 40 existing single-family residential units and accessory structures. Existing residential units are located on the north and south side of Rose Avenue, which runs east-west through the center of the site. Uses surrounding the Project site include light industrial uses.

- **South:** Distribution Warehouse followed by Jurupa Avenue.
- **North:** Industrial warehouse south of Santa Ana Avenue and light industrial uses north of Santa Ana Avenue.
- **East:** Catawba Avenue followed by a trucking company and light industrial warehouse uses.
- **West:** Poplar Avenue followed by a Motor Vehicle Dealer and a beverage manufacturer.

As mentioned in Section 5.4 *Cultural Resources*, the Project site was historically utilized for agricultural purposes as early as 1938 and for residential purposes as early as the 1948 (BFSA 2022a).

The Phase I Environmental Site Assessment did not identify any recognized environmental conditions (RECs) associated with the Project site. However, the Phase I concluded that based on the construction dates, it is likely that asbestos containing materials are present at the existing buildings on the Project site.

No gasoline service stations or dry cleaners are in the immediate vicinity (approximately 500 feet) of the Project site. There are no off-site hazardous material sources of environmental concern surrounding the Project site.

Other Environmental Conditions

According to the City of Fontana General Plan Draft Environmental Impact Report and the Department of Conservation California Earthquake Hazards Zone Application ("EQ Zapp"), the Project site is not within:

- **Geologic:** Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized).
- **Fire:** high or very high fire hazard severity zone.

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06071C8665H), the Project site is primarily located in "Zone X", which is an area that is not located in a flood zone with a known base flood elevation. According to the Preliminary Drainage Report for the Project, "Zone X" is defined as an area outside of the 100-year floodplain.

Evacuation Routes

According to the Fontana General Plan Noise and Safety Element, the City has no designated evacuation routes.

5.8.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or
- HAZ-2 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; or
- HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or
- HAZ-4 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, create a significant hazard to the public or the environment; or
- HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area; or
- HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

5.8.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hazards and hazardous materials considers both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss or degradation of public health and safety or conflict with local, state, or federal agency regulations. Information for this section was obtained, in part, from the Phase I ESA prepared for Project (Appendix I). The Phase I ESA is based on reviews of historical aerial photographs, historical topographic maps, Environmental Data Resources (EDR) database records, city directories, historical site occupants, historical site ownership records, site visits, and/or interviews of owners and tenants of the Project site.

5.8.6 ENVIRONMENTAL IMPACTS

IMPACT HAZ-1: WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE OR DISPOSAL OF HAZARDOUS MATERIALS?

Less than Significant Impact. Development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and wastes.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the Project site. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment.

However, construction contractors would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to UST); CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA, and DTSC. Additionally, construction activities would require a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System General Construction Permit (included as PPP HYD-1 herein) and enforced by the Santa Ana Regional Water Quality Control Board (RWQCB). The SWPPP will include strict onsite handling rules and BMPs to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment. Impacts would be less than significant.

Operation

The Project site would be developed with a speculative warehouse building. Depending on the type of business that would occupy the proposed warehouse building, operations would require the use of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; and San Bernardino County Code Sections 23.0602 and 23.0107) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, and DTSC.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with a managing local agency, known as the Certified Unified Program Agency (CUPA). In Fontana, the San Bernardino County Fire Department is the CUPA. If the operations of future tenants of the proposed warehouse facility exceed established thresholds, CUPA permits will be required. The County requires businesses subject to any of the CUPA permits to file a Business Emergency/Contingency Plan. Additionally, businesses would be required to provide workers with training on the safe use, handling, and storage of hazardous materials. Additionally, businesses would be required to maintain equipment and supplies for containing and cleaning up spills of

hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. Compliance with existing laws and regulations governing hazard and hazardous materials would reduce potential impacts related the routine transport, use, and disposal of the hazardous materials to less than significant.

IMPACT HAZ-2: WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET OR ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?

Less than Significant Impact.

Construction

As described previously, construction of the proposed Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the project has the potential to release gas, oils, greases, solvents, and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by City conditions of approval, and included as PPP HYD-2) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is mandated by the City through construction permitting, the Project's construction-related impacts would be less than significant.

Asbestos-Containing Materials. Some buildings in the Project area date back to a period when many structures were constructed with what are now recognized as hazardous building materials, such as ACMs. Demolition of these older structures could result in the release of hazardous materials. However, asbestos abatement contractors must follow state regulations contained in California Code of Regulations Sections 1529, and 341.6 through 341.14 as implemented by SCAQMD Rule 1403 to ensure that ACMs removed during demolition or redevelopment of the existing buildings is transported and disposed of at an appropriate facility. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including ACMs.

Operation

As discussed in Impact HAZ-1, the future tenants within the Project site may use, store, and dispose of various types and quantities of hazardous materials that would be required to comply with regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; San Bernardino County regulations; and City of Fontana regulations enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and the San Bernardino County Fire Department. The San Bernardino County Fire Department, as CUPA would require that future tenants prepare Business Emergency/Contingency Plans, which provide information to emergency responders and the general public regarding hazardous materials, and coordinates reporting of releases and spill response among businesses and local, state, and federal government authorities. Moreover, the proposed development Project would include a WQMP, included as PPP HYD-3. BMPs would be incorporated in the WQMP that would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project. Therefore, operations within

the Project site would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident involving hazardous material. Impacts related to hazardous materials from operation would be less than significant.

IMPACT HAZ-3: WOULD THE PROJECT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES OR WASTE WITHIN 0.25 MILE OF AN EXISTING OR PROPOSED SCHOOL?

Less Than Significant Impact. The closest school site is at the Jurupa Hills High School, located at 10700 Oleander Ave, Fontana, CA 92337, approximately 0.36-mile northwest of the Project site. However, with the use of Citrus Avenue to access the freeway, Project operation would include passing of trucks within 0.25 mile of a school, including Jurupa Hills High School.

As described previously, the use of hazardous materials related to the proposed industrial warehouse uses would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential of accidental release into the environment. Also, the emissions that would be generated from construction and operation of the proposed Project were evaluated in the air quality analysis presented in Section 5.2 of this Draft EIR, and the emissions generated from the proposed Project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the proposed Project would not emit hazardous or handle acutely hazardous materials, substances, or waste within 0.25 mile of school, and the Project would result in less than significant impacts.

IMPACT HAZ-4: WOULD THE PROJECT 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, CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

Less than Significant Impact. The Phase I ESA prepared for the Project site included searches of federal, state, and local databases to determine whether hazardous materials sites were within and/or surrounding the Project. Table 5.8-1 summarizes the properties within and surrounding the Project site that are listed on hazardous materials databases. As shown in Table 5.8-1, two sites are located on the Project site, four sites are located adjacent to the Project site and three sites are north of the Project site which are listed as hazardous materials sites. None of these sites are considered a REC for the Project site. As such, impacts related to hazardous materials sites would be less than significant.

Table 5.8-1, Hazardous Materials Sites Near Project Site

Property	Location in Relation to Project Site	Listed Database	Status	Significant?
1. Marcelino Pelayo 15787 Rose Avenue	Within	RCRA-NonGen, FINDS, ECHO	According to the records, this resident is involved in “all other waste management services” and does not generate federal-regulated wastes. It was reported that this individual is not a generator and no violations or releases were reported in association with his activities (which appears to be conducted off Site).	No
2. Intown Properties 11006 Catawba Avenue	Within	Haznet, HWTS	According to the records, state-regulated wastes including Household wastes was generated in 1998 and disposed off Site. No violations or releases were reported.	No
3. Jacky Lines Inc. 11083 Catawba Avenue	Adjacent (233 feet)	RCRA NonGen	According to the records, this resident is involved in “all other waste management services” and does not generate federal-regulated waste. It was reported that this individual is not a generator and no violations or releases were reported in association with his activities (which appears to be conducted off Site).	No
4. California Aseptic Beverages 11020 Poplar Avenue	Adjacent (145 feet)	CERS Haz Waste, CHMIRS, San Bernardino County Permit, CERS, RCRA-NonGen	According to the records, this facility produces bottled water and is permitted by San Bernardino County Fire Department to handle hazardous substances. It was reported that San Bernardino County Fire Department (SBCFD) had conducted compliance evaluation inspections of this facility. Administrative violations were reported that were subsequently corrected and the facility had returned to compliance. Additionally, this facility does not generate federal-regulated wastes. No unresolved violations or releases were reported.	No
5. Pasco Beverage MC Citrus 11020 Poplar Avenue	Adjacent (145 feet)	RCRA-SQG, FINDS, ECHO	According to the records, small quantities of federal-regulated wastes was generated in 2000 that were disposed off the premises. No violations or releases were reported.	No
6. Fleet Refinishing 15875 Santa Ana Avenue	Adjacent (300 feet)	RCRA-SQG, Haznet, FINDS, ECHO, HWTS, CERS Haz Waste, EMI, San Bernardino County Permit, CERS	According to the records, small quantities of federal regulated wastes and state-regulated wastes were generated from 2010 to 2018 that were disposed off the premises. This facility is permitted by San Bernardino County Fire Department (SBCFD) and SCAQMD to handle hazardous substances. This facility was inspected SBCFD for compliance evaluation inspections. Administrative violations were reported that were subsequently corrected and the facility had returned to compliance. No unresolved violations or releases were reported.	No

7. Catawba and Santa Ana 15816 Santa Ana Avenue	North of Site (723 feet)	LUST, Haznet, San Bernardino County Permit, CIWQS, HWTS	According to the records, soil was impacted by diesel fuel at this facility due to a release of an UST. The impacted soil was remediated, and the case was closed by RWQCB on December 4, 2003 with no further action required. This facility had generated state-regulated wastes in 2015 that included asbestos containing materials. No violations were reported.	No
8. Dick Simon Trucking 15816 Santa Ana Avenue	North of Site (723 feet)	RCRA-SQG, Haznet, ECHO, WDS, HWTS, UST	According to the records small quantities of federal-regulated wastes and state-regulated wastes were generated from 1991 to 2005 that were disposed off the premises. The wastes included unspecified oil containing wastes, unspecified organic liquid mixture, and other organic solids. It was reported that this facility was a registered UST holder; however, no details pertaining to the UST was provided. No violations or releases were reported.	No
9. Central Refrigeration 15816 Santa Ana Avenue	North of Site (723 feet)	LUST, CERS, UST	According to the records soil was impacted by diesel fuel at this facility due to a release of an UST. The impacted soil was remediated and the case was closed by RWQCB on December 4, 2003 with no further action required. This facility was inspected SBCFD for compliance evaluation inspections. Administrative violations were reported that were subsequently corrected and the facility had returned to compliance.	No

- HWTS (Hazardous Waste Tracking System) is maintained by the California Department of Toxic Substances Control (DTSC) and is a repository for hazardous waste identification numbering and manifest information.
- HAZNET database is extracted from the copies of hazardous waste manifests received annually year by the DTSC.
- RCRA NonGen/NLR database is maintained by the Environmental Protection Agency
- CERS database is maintained by the California Environmental Protection Agency
- FINDS database is maintained by the Environmental Protection Agency
- EMI database is maintained by the California Air Resources Board
- ECHO database is maintained by Environmental Protection Agency
- Haulers is a registered waste tire haulers listing.

Sources: Phase I ESA, Hazard Management Consulting, 2022 (Appendix I)

IMPACT HAZ-5: WOULD THE PROJECT RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, BE WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT?

No Impact. The Project Site is approximately 7.8 miles east of the Ontario International Airport. According to the Ontario International Airport Land Use Compatibility Plan the site is within the 60-65 dB CNEL noise contour. However, the Project uses are considered “normally compatible” under the Ontario International Airport Land Use Compatibility Plan and therefore would not be subject to excessive noise levels due to operations at Ontario International Airport. The site is also outside of the established airport safety zones. Thus, the Project would not result in a safety hazard or excessive noise for people residing or working in the area. As such, no impact would occur.

IMPACT HAZ-6: WOULD THE PROJECT IMPAIR IMPLEMENTATION OF, OR PHYSICALLY INTERFERE WITH, AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

Less than Significant Impact. San Bernardino County Fire’s Office of Emergency Services is responsible for countywide emergency planning, mitigation, response and recovery activities. The intent of the San Bernardino County Emergency Operations Plan is to provide the concept of operations and strategic activities for responding to any type of emergency incident that may impact the County. Emergency responses are coordinated through various offices within County government and aligned agencies. The City, San Bernardino County Fire, and Sheriff’s office provide emergency response.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the Project driveways and connections to existing infrastructure along Poplar Avenue and Catawba Avenue, the roadways would remain open to ensure adequate emergency access to the Project area and vicinity. Construction activities within the Project site that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles during required temporary road restrictions. In accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), prior to any activity that would encroach into a right-of-way, the area of encroachment must be safeguarded through the installation of safety devices to ensure that construction activities would not physically interfere with emergency access or evacuation. Compliance with Section 503 of the California Fire Code would be specified by the City’s Building and Safety Division during the construction permitting process. Therefore, the Project would not block any evacuation routes or conflict with an emergency response plan, and impacts related to interference with an adopted emergency response of evacuation plan during construction activities would be less than significant.

Operation

The Project would include vehicular access to the Project site from surrounding roadways including Poplar Avenue and Catawba Avenue. As described in Section 5.15, *Transportation*, these driveways and roadways would provide adequate and safe circulation to, from, and through the Project site and would provide a variety of routes for emergency responders to access the site and surrounding areas. Development would comply with Municipal Code standards, which will require design and construction specifications to allow adequate emergency access to the site and ensure that roadway improvements would meet public safety requirements. Furthermore, drivers are expected to comply with all state driving laws, roadway signage, as well as restrictions related to vehicle stopping and parking. Therefore, the Project would not impair

implementation or interfere with adopted emergency response or evacuation plans. Impacts would be less than significant.

IMPACT HAZ-7: WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?

Less than Significant Impact. The Project site is entirely developed with 40 residential structures on the 41 parcels and is located in an industrial area that is not within an identified wildland fire hazard area or an area where residences are intermixed with wildlands. According to the CAL Fire Hazard Severity Zone Map, the Project site is categorized as a Local Responsibility Area (LRA) (CALFire, 2022). As indicated in the General Plan Noise and Safety Element, the City of Fontana has been ranked as little to no fire threat (City of Fontana, 2018). Although the City of Fontana includes several High and Very High Fire Hazard Severity Zones, the project is not located within those zones.

Project implementation would require adherence to Fontana Land Development Engineering Standards and the following chapters of the City Development Code to reduce potential fire hazards: Chapter 5.161 Uniform Building Code, Chapter 5.136 Uniform Mechanical Code, Chapter 5.111 National Electric Code, Chapter 5.425 City of Fontana Fire Code. Applicable state and local standards include requirements such as fire-retardant features for new building construction, roadway design and fire access standards, and general building considerations to reduce the potential threat of fire hazard. The Project would also be required to comply with guidelines from the San Bernardino County Fire Department related to fire prevention and subject to review during the plan check process by the City Building Division. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death from wildfires, and impacts would be less than significant.

5.8.7 CUMULATIVE IMPACTS

The cumulative study area for the purposes of hazardous materials and waste would be considered the City of Fontana. This cumulative impact analysis for hazards and hazardous materials considers development of the proposed Project in conjunction with other development projects as well as the projects identified in Section 5.0, *Environmental Impact Analysis*, Table 5-1, *Cumulative Projects*. None of the projects identified in Table 5-1 are proposed adjacent to the Project site. However, there are multiple cumulative projects within the Fontana area, in the general vicinity of the Project.

Cumulative land use changes within the City would have the potential to expose future area residents, employees, and visitors to chemical hazards through redevelopment of sites and structures that may contain hazardous materials. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. All hazardous materials users and transporters, as well as hazardous waste generators and disposers are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are found to be present on future project sites, appropriate remediation activities would be required pursuant to standard federal, state, and regional regulations. Compliance with the relevant federal, state, and local regulations, as listed above in Section 5.8.2, during operation and construction throughout the Project site, as well as during the construction and operation of related projects would ensure that cumulative impacts from hazardous materials would be less than significant.

5.8.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act
- United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning & Community Right to Know Act
- United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)
- United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act
- US Environmental Protection Agency Asbestos Hazard Emergency Response Act, 40 United States Code of Regulations Section 763
- United States Code of Federal Regulations Title 49, Chapter I
- United States Code of Federal Regulations Title 29, Section 1926.62
- United States Code of Federal Regulations Title 40, Part 761
- United States Code of Federal Regulations Title 29, Section 1910.120

State

- California Occupational Safety and Health Administration Regulation 29, CFR Standard 1926.62
- California Code of Regulations Title 24, Part 2: California Building Code
- California Code of Regulations Title 24, Part 9: California Fire Code
- California Code of Regulations Title 8, Section 1532.1: Lead in Construction Standard
- California Code of Regulations Title 8, Section 1529: Asbestos
- California Health and Safety Code Division 20, Chapter 6.9.1, Sections 25400.10 through 25400.47
- California Health and Safety Code Section 39650 et seq.

Regional

- South Coast Air Quality Management District Rule 1403: Asbestos

Local

- CFCO, Chapter 8, Emergency Preparedness

Plans, Programs, or Policies (PPPs)

The following Plans, Programs, and Policies (PPP) related to hazards and hazardous materials are incorporated into the Project and would reduce impacts related to hazards and hazardous materials. These actions will be included in the Project's approved Demolition Permit, Grading Permit, Building Permit and/or Certificate of Occupancy, as appropriate.

PPP HAZ-1: SCAQMD Rule 1403. Prior to issuance of a Demolition Permit, the Project Applicant/Developer shall submit verification to the County Building Division that an asbestos survey has been conducted at all existing buildings located on the Project site. If asbestos is found, the Project Applicant/Developer shall follow all procedural requirements and regulations of SCAQMD 1403. Rule 1403 regulations require the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.

PPP HAZ-2: Transportation of Hazardous Waste. Hazardous materials and hazardous wastes will be transported to and/or from the project developed as required by the County of San Bernardino's Hazardous Materials Division in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (CFR) (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.

PPP HAZ-3: Resource Conservation and Recovery Act. Hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The San Bernardino County Fire Department serves as the designated Certified Unified Program Agency (CUPA) which implements state and federal regulations for the following programs: (1) Hazardous Materials Release Response Plans and Inventory Program, (2) California Accidental Release Prevention (CalARP) Program, (3) Aboveground Petroleum Storage Act Program, and (4) UST Program (5) Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs (6) Hazardous Materials Management Plan and Hazardous Material Inventory Statement Program.

PPP HYD-1: Comply with NPDES. Since this Project is one acre or more, the permit holder shall comply with all of the applicable requirements of the National Pollutant Discharge Elimination System (NPDES) and shall conform to NPDES Best Management Practices for Stormwater Pollution Prevention Plans during the life of this permit.

PPP HYD-2: NPDES/SWPPP. Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of submitting a Notice of Intent (NOI), develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

PPP HYD-3: WQMP. Pursuant to City Municipal Code Section 30-526, Infrastructure, the Project Applicant shall prepare a Water Quality Management Plan (WQMP) that is consistent with the San Bernardino County Flood Control District Standards and follows the WQMP guidance.

5.8.9 PROJECT DESIGN FEATURES

None.

5.8.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, impacts HAZ-1 through HAZ-4 and HAZ-6 through HAZ-7 would be less than significant. Impact HAZ-5 would have no impact.

5.8.11 MITIGATION MEASURES

No mitigation measures are required.

5.8.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Project would result in less than significant impacts. Through compliance with existing regulatory programs, the already less than significant impacts associated with potential hazards and hazardous materials would further be reduced. Therefore, no significant unavoidable adverse impacts related to Hazards and Hazardous materials would occur.

REFERENCES

- California Environmental Protection Agency. "Cortese List Data Resources." 2023, <https://calepa.ca.gov/sitecleanup/corteselist/>.
- California Department of Conservation. California Earthquake Hazards Zone Application ("EQ Zapp"). January 2023. <https://www.conservation.ca.gov/cgs/geohazards/eq-zapp>
- California Department of Forestry and Fire Protection (CalFire). Fire Hazard Severity Zone Map for San Bernardino County. Available at: https://osfm.fire.ca.gov/media/vcym3avh/fhsz_county_sra_11x17_2022_sanbernardino_ada.pdf
- California Department of Transportation. California Airport Land Use Planning Handbook. October 2011. <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>
- City of Fontana. General Plan Update 2015-2035. 13 November 2018. Accessed: 10 January 2023. <https://www.fontana.org/2632/General-Plan-Update-2015---2035>
- City of Fontana. General Plan Update 2015-2035 Draft Environmental Impact Report. 8 June 2018. Accessed: 10 January 2023. <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>
- City of Fontana. Local Hazard Mitigation Plan. June 2017. Accessed: <https://www.fontana.org/DocumentCenter/View/28274/2017-Local-Hazard-Mitigation-Plan>
- Hazard Management Consulting. "Phase I Environmental Site Assessment." 31 January 2022. Appendix I.
- Ontario International Airport Inter-agency Collaborative. "Airport Land Use Compatibility Plan." July 2018. Available at: <https://www.ont-iac.com/airport-land-use-compatibility-plan/>

5.9 Hydrology and Water Quality

5.9.1 INTRODUCTION

This section describes the environmental and regulatory settings and identifies potential impacts for hydrology and water quality resources. This section includes data from:

- *City of Fontana General Plan*, November 2018
- *Fontana Forward General Plan Update 2015-2035 Draft Environmental Impact Report*, June 2018
- *City of Fontana Code of Ordinances*
- *Preliminary Hydrology Report for the Poplar South Distribution Center Project*, DRC Engineering, Inc, Inc, 3 June 2022, Appendix J
- *Preliminary Water Quality Management Plan for the Poplar South Distribution Center Project*, DRC Engineering, Inc, 3 August 2022, Appendix K

5.9.2 REGULATORY SETTING

5.9.2.1 Federal Regulations

Clean Water Act

The Clean Water Act (CWA) established the basic structure for regulating discharges of pollutants into “waters of the U.S.” The Act specifies a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Key components of the Clean Water Act that are relevant to the proposed Project are:

- Sections 303 and 304, which provide for water quality standards, criteria, and guidelines. Section 303(d) requires the state to develop lists of water bodies that do not attain water quality objectives (are impaired) after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) also requires that the state develop a Total Maximum Daily Loads (TMDLs) for each of the listed pollutants. The TMDL is the amount of pollutant loading that the water body can receive and still be in compliance with water quality objectives. After implementation of the TMDL, it is anticipated that the contamination that led to the 303(d) listing would be remediated. Preparation and management of the Section 303(d) list is administered by the Regional Water Quality Control Boards (RWQCBs).
- Section 401 requires activities that may result in a discharge to a federal water body to obtain a water quality certification to ensure that the proposed activity would comply with applicable water quality standards.
- Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, which is administered by the local RWQCBs. The NPDES program provides both general permits (those that cover a number of similar or related activities) and individual permits.

National Pollutant Discharge Elimination System

The NPDES Permit program under the Clean Water Act controls water pollution by regulating point- and nonpoint-sources that discharge pollutants into “waters of the U.S.” California has an approved state NPDES program. The USEPA has delegated authority for NPDES permitting to the SWRCB, which has nine regional boards. The Santa Ana Regional Water Quality Control Board (RWQCB) regulates water quality in the Bloomington area. Discharge of stormwater runoff from construction areas of one acre or more requires either an individual permit issued by the RWQCB or coverage under the statewide Construction General Stormwater Permit for stormwater discharges (discussed below). Specific industries and public facilities, including wastewater treatment plants that have direct stormwater discharges to navigable waters, are also required to obtain either an individual permit or obtain coverage under the statewide General Industrial Stormwater Permit.

5.9.2.2 State Regulations

Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1969, codified as Division 7 of the California Water Code, authorizes the State Water Resources Control Board (SWRCB) to provide comprehensive protection for California’s waters through water allocation and water quality protection. The SWRCB implements the requirements of the CWA and establishes water quality standards that have to be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act establishes the responsibilities and authorities of the nine Regional Water Quality Control Boards (RWQCB), including preparing water quality plans for areas in the region, and identifying water quality objectives and waste discharge requirements (WDRs). Water quality objectives are defined as limits or levels of water quality constituents and characteristics established for reasonable protection of beneficial uses or prevention of nuisance. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife.

The City of Fontana is in the Santa Ana River Basin, Region 8, in the East Etiwanda Creek-Santa Ana River sub-watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

California Anti-Degradation Policy

A key policy of California’s water quality program is the State’s Anti-Degradation Policy. This policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts degradation of surface and ground waters. In particular, this policy protects water bodies where existing quality is higher than necessary for the protection of beneficial uses. Under the Anti-Degradation Policy, any actions that can adversely affect water quality in all surface and ground waters must (1) be consistent with maximum benefit to the people of the state; (2) not unreasonably affect present and anticipated beneficial use of the water; and (3) not result in water quality less than that prescribed in water quality plans and policies (i.e., will not result in exceedances of water quality objectives).

California Construction General Permit

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The latest Construction General Permit amendment became effective on July 17,

2012 and is currently being updated. The Construction General Permit regulates construction site stormwater management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent (NOI), a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan.

The Construction General Permit requires project applicants to file a NOI with the SWRCB to discharge stormwater, and to prepare and implement a SWPPP for projects that disturb 1 or more acre of soil. The SWPPP would include a site map, description of stormwater discharge activities, and best management practices (BMPs) taken from the menu of BMPs set forth in the California Stormwater Quality Association (CASQA) BMP Handbook that will be employed to prevent water pollution. It must describe BMPs that will be used to control soil erosion and discharges of other construction-related pollutants (e.g., petroleum products, solvents, paints, cement) that could contaminate nearby water bodies. It must demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule. The Construction General Permit requires the SWPPP to identify BMPs that will be implemented to reduce controlling potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP also includes descriptions of BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs).

California Water Resources Control Board Low Impact Development Policy

The SWRCB adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed NPDES Phase I Municipal Separate Storm Sewer System (MS4) permit.

5.9.2.3 Regional/Local Regulations

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Fontana is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board’s regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term “water quality standards,” as used in the federal Clean Water Act, includes both the

beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting the public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

Municipal Regional Stormwater NPDES Permit

Within the San Bernardino County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of co-permittee agencies, including the County of San Bernardino County and the San Bernardino County Flood Control District, which includes the Cities of Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa. The City of Fontana Department of Public Works is the local enforcing agency of the MS4 NPDES Permit.

On January 29, 2010, the Santa Ana RWQCB issued an area wide MS4 permit to the County of San Bernardino and multiple municipalities in San Bernardino County, including the City of Fontana. Waste discharge requirements for stormwater entering municipal storm drainage systems are set forth in the MS4 permit, Order No. R8- 2002-0012, NPDES No. CAS CAS618036. On January 29, 2015 the Permittees received an administrative extension of the San Bernardino County Municipal Stormwater Permit (NPDES No. CAS618036) from the Santa Ana RWQCB.

San Bernardino County Stormwater Program

The City of Fontana requires a water quality management plan (WQMP) be developed that is in accordance with the California State requirement while using the criteria from the San Bernardino County Flood Control District. The Technical Guidance Document for WQMPs is the guidance document for the Project's stormwater design compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development (LID) principles
- Evaluate feasibility of on-site LID Best Management Practices (BMPs)
- Maximum hydrologic source control, infiltration, and biotreatment BMPs
- Select applicable source control BMPs
- Address post-construction BMP maintenance requirements

City of Fontana General Plan Update 2015-2035

The following goals and policies of the City's General Plan are applicable to the Project:

Goal 1 Fontana has a stormwater drainage system that is environmentally and economically sustainable and compatible with regional One Water One Watershed standards.

Policies

- Continue to implement the water-quality management plan for stormwater management that incorporates low-impact and green infrastructure standards.
- Promote natural drainage approaches (green infrastructure) and other alternative non-structural and structural best practices to manage and treat stormwater.

- Use street parkways to treat and infiltrate runoff for new developments and redevelopments.

City of Fontana Municipal Code

Chapter 23, Article IX (Preventing Discharge of Pollutants into Storm Drains): This section of the City of Fontana Municipal Code requires the City to comply with the requirements of the County of San Bernardino NPDES permit program. The City requires all development activities covered under the City's NPDES permit to prepare and implement a Storm Water Quality Management Plan (SWQMP), which includes plans for post-construction structural BMPs and source and treatment control BMPs to infiltrate and/or adequately treat the projected stormwater and urban runoff from the proposed development.

Section 28-111, Article IV (Stormwater management and rainwater retention): This section strongly recommended that landscape areas be designed for capture and infiltration capacity that is sufficient to prevent runoff from impervious surfaces (i.e. roof and paved areas) from either: the one inch, 24-hour rain event or (2) the 85th percentile, 24-hour rain event, and/or additional capacity as required by any applicable local, regional, state or federal regulation. This section also notes that project applicants shall defer to the City's applicable departments for any applicable technical requirements related to stormwater management.

Section 30-668, Article X (Low impact development): This section of the City Municipal Code sets forth the requirements that all new development projects must implement landscaping that contains at least two low impact development (LID) options contained within the section. The LID options include a range of various stormwater treatment and capture infrastructures.

One Water One Watershed Plan

The One Water One Watershed (OWOW) program was developed in effort by the Santa Ana Watershed Project Authority (SAWPA), a Joint Powers Authority (JPA) mandated to manage water quality within the Santa Ana River Watershed for multiple beneficial purposes, is the result of an integrated planning process convened for the management of the Santa Ana River Watershed. The OWOW program integrates water resources management with various disciplines such as land use planning, flood control, and natural resource management. February 19, 2019, the SAWPA Commission officially adopted the OWOW Plan Update 2018, the Integrated Regional Water Management (IRWM) Plan for the Santa Ana River Watershed. The OWOW Plan provides a blueprint for management of the watershed, which includes the following goals:

- Achieve a watershed that is sustainable, drought-proofed and salt-balanced by 2035, and in which water resources are protected and water is used efficiently;
- Value a watershed that supports economic prosperity and environmental viability;
- Assure a watershed that diminishes carbon emissions and is resilient to climate change;
- Demand a watershed free of environmental injustices;
- Maintain a watershed in which the natural hydrology is protected, restored, and enhanced;
- Instill a water ethic within institutions and people that will make efficient use of water a California way of life.

City of Fontana Master Storm Drainage Plan

The City of Fontana adopted the City of Fontana and "Sphere of Influence" Master Storm Drainage Plan Study in June 1992. The purpose of the report is to provide planning for the major drainage facilities within

the City of Fontana, and within the City of Fontana's sphere of influence that are necessary to provide flood protection in 100-year storm conditions.

5.9.3 ENVIRONMENTAL SETTING

Regional Hydrology

The City of Fontana is in the in the Santa Ana River Basin, a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The boundaries between California's nine regions are usually hydrologic divides that separate watersheds, but the boundary between the Los Angeles and Santa Ana Regions is the Los Angeles County Line. Since that county line only approximates the hydrologic divide, part of the Pomona area drains into the Santa Ana Region, and in Orange County, part of the La Habra drains into the Los Angeles Region.

The east-west alignment of the crest of the San Gabriel and San Bernardino Mountains separates the Santa Ana River basin from the Mojave Desert, which is part of the Lahontan Basin (Region 6).

In the south, the regional boundary divides the Santa Margarita River drainage area from that of the San Jacinto River, which normally terminates in Lake Elsinore.

Near Corona, the Santa Ana River has cut through the Santa Ana Mountains and flows down onto the Orange County coastal plain. The Pacific Ocean coast of the Santa Ana Region extends from just north of Laguna Beach up to Seal Beach and the Los Angeles County line. Other features of the coast include Newport Bay, Anaheim Bay-Huntington Harbor, and the major coastal wetlands areas associated with those bays.

Watershed

The Project site is located in the Santa Ana River Watershed. The upper and lower watersheds are divided at Prado Dam located just east of the Santa Ana Mountains. Below the dam, the river channel passes through the mountains into Orange County, and ultimately reaches the Pacific Ocean between the cities of Newport Beach and Huntington Beach (City of Fontana, 2018). The City of Fontana is located within the lower Lytle Creek subwatershed. As mentioned above, the SARWQCB has the authority to implement water quality protection standards through the issuance of permits for discharges to waters at locations within its jurisdiction, which includes the Santa Ana River Watershed and its subwatersheds.

Groundwater Basin

The Santa Ana River Watershed, including the Santa Ana Groundwater Basin, are managed by an adjudication and subject to the terms of the 1969 Stipulated Agreement managed by the Santa Ana River Watermaster. The Santa Ana River Watershed includes programs for the long-term management of area groundwater basins. The primary means of ensuring long-term groundwater level maintenance includes careful monitoring to ensure groundwater levels are managed within a safe basin operating range and implementation of water conservation programs.

The Project area overlies the Chino Subbasin of the Upper Santa Ana Valley Groundwater basin. The Chino Subbasin is bounded on the east by the Rialto-Colton fault; on the southeast by the contact with impermeable rocks forming the Jurupa Mountains and low divides connecting the exposures. On the south the subbasin is bounded by contact with impermeable rocks of the Puente Hills and by the Chino fault; on the northwest by the San Jose fault; and on the north by impermeable rocks of the San Gabriel Mountains and by the Cucamonga fault. Ground water recharge to the subbasin occurs by direct infiltration or precipitation on the subbasin floor, by infiltration of surface flow, and by underflow of ground water from adjacent basins. The

five recharge facilities in the subbasin are Deer Creek, Day Creek, East Etiwanda, San Sevaine, and Victoria (California Department of Water Resources, 2006). The most serious water quality problems for the groundwater basin continue to be high concentrations of dissolved solids and nitrate-nitrogen.

Water Quality

Surface

Most of the Santa Ana River's tributary streams are historically ephemeral, with flow occurring almost exclusively in the winter months in response to heavy precipitation. Major tributaries to the Santa Ana River include San Antonio Creek, Chino Creek, San Timoteo Creek, Temescal Creek, Cucamonga Creek, Bear Creek, and Lytle Creek. The City of Fontana is located within the lower Lytle Creek watershed, which forms the northwest portion of the Santa Ana River Watershed and drains the eastern portion of the San Gabriel Mountains. The lower portion of Lytle Creek flows through four cities: in addition to the City of Fontana, the lower watershed includes the cities of Rialto, San Bernardino, and Colton, as well as a portion of the unincorporated area of San Bernardino County. Although the upper reaches of Lytle Creek are generally perennial, the lower section of Lytle Creek changes into an intermittent stream with a dry wash below Interstate 15. The alluvial fan extends roughly from the Glen Helen area in the north, and south to Rancho Cucamonga and Colton. A small portion at the lower edge of the wash is in a concrete channel.

The nearest channel to the Project site is Decluz Channel approximately 0.5 mile to the south, which is underground and drains to the Decluz Basin. The nearest surface water to the Project site is Santa Ana River approximately six miles to the east. The Santa Ana River is the main receiving water for the Project site. The Santa Ana River Reach 3 is classified as impaired for copper, indicator bacteria, and lead and has been placed on the 303(d) list. Further, a TMDL was developed for indicator bacteria. Other receiving waters include the Decluz Channel and the San Sevaine Channel, which are not listed as impaired.

The City of Fontana has adopted the EPA's National Pollutant Discharge Elimination System (NPDES) regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the City a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2002-0011), which establishes pollution prevention requirements for planned developments. The City participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NPDES MS4 permit and associated Storm Water Management Program.

Groundwater

The Project site is location in the Chino Subbasin of the Upper Santa Ana Groundwater Basin. The Chino Basin is one of the largest groundwater basins in southern California and encompasses about 235 square miles of the Upper Santa Ana River watershed. It lies within portions of San Bernardino, Riverside, and Los Angeles counties. The Chino Basin has approximately five to seven million-acre feet of water in storage and an estimated one million acre-feet of additional unused storage capacity. Prior to 1978, the Basin was in overdraft. After 1978, the Basin has been managed via adjudication by the Chino Basin Watermaster.

Existing Drainage

According to the City of Fontana Master Drainage Plan, the Project site is located in the Decluz North drainage area. The Project site is bordered to the west by drainage facility DZ-10 and to the east by drainage facility DZ-9. Drainage facilities in the City of Fontana are operated under a partnership between the City of Fontana and the San Bernardino County Flood Control District. Topographically, the Project site is relatively flat with an elevation range from 1,003 feet above mean sea level (AMSL) to 1,023 feet AMSL. The existing site is developed as a residential neighborhood. The residential area north of Rose Avenue drains southerly towards Rose Avenue. Runoff from Rose Avenue is then conveyed along Rose Avenue

towards Poplar Avenue via overland flow. Flows are collected via curbs and gutters and discharged into the existing 72-inch storm drain within Poplar Avenue. The residential area south of Rose Avenue drains northeast to southwest and into a drainage ditch immediately south of the Project site within the adjacent property.

Flood Zone

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (16071C8665H), the Project site is primarily located in “Zone X” flood plain area. The “Zone X” is defined as area outside of the 100-year floodplain.

The San Bernardino County Flood Control District is a division of the San Bernardino County Department of Public Works with responsibility for maintaining the flood control facilities within the Santa Ana River and other waterbodies in the County, including the levees and concrete linings, and works in conjunction with other flood control agencies in the watershed, including the Riverside County Flood Control District and the Orange County Flood Control District.

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin;
- HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - HYD-3i Result in a substantial erosion or siltation on- or off-site;
 - HYD-3ii Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - HYD-3iii Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
 - HYD-3iv Impede or redirect flood flows;
- HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation; or
- HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.9.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology and surface water quality. The potential impacts on hydrology and water quality were evaluated by considering the general type of pollutants that the Project would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the proposed Project would be required to

comply with relevant federal, state, and regional laws and regulations that are designed to ensure compliance with applicable water quality standards and waste discharge requirements. Because the regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in the Regulatory Setting Section above), and are implemented to specific waterbodies, such as 303(d) requirements, or development projects such as grading and construction permit regulations, implementation of all relevant water quality and hydrology requirements would limit the potential of the proposed Project to a less than significant impact.

5.9.6 ENVIRONMENTAL IMPACTS

IMPACT HYD-1: WOULD THE PROJECT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY?

Less than Significant Impact.

Construction

The nearest surface water is Santa Ana River, located approximately six miles to the east of the Project site. Santa Ana River is the main receiving water for the Project site. The Santa Ana River, Reach 3 is classified as impaired water bodies and have been placed on the 303(d) list of impaired waters for the following pollutants: copper, indicator bacteria, and lead. Other receiving waters include the Declez Channel and San Sevaine Channel, which are not impaired.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

Pursuant to City of Fontana Municipal Code, Section 5-14, Compliance with the NPDES Permit, the Project Applicant would be required to implement the requirements of the MS4 NPDES. Additionally, the Project would be required to comply with the NPDES Construction General Permit. Under the Construction General Permit, the Project would be required to prepare a SWPPP, which would include the use of BMPs to prevent potentially polluted stormwater from leaving the construction site. The SWPPP would incorporate erosion control practices, to prevent sedimentation from occurring, as well as nonstructural BMPs to minimize the potential for spills or other pollutant sources from entering stormwater runoff. Effective implementation of the SWPPP would be monitored and confirmed by an authorized QSP, and BMPs would be modified as necessary to ensure that onsite stormwater runoff is being treated and managed adequately and in compliance with applicable Construction General Permit requirements. The use of BMPs during construction implemented as part of a SWPPP as required by the Construction General Permit, San Bernardino County Stormwater Program, and the MS4 NPDES permit would serve to ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

The City's building official would be responsible for enforcing the requirements of the NPDES permit. Mandatory compliance with the SWPPP, included as PPP HYD-1 and PPP HYD-2, would ensure that the

Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Plans for grading, drainage, erosion control and water quality would be reviewed by the City's Building & Safety Department prior to issuance of grading permits to ensure that the applicable and required BMPs are constructed during implementation of the Project.

Therefore, compliance with the Fontana Municipal Code, MS4 permit, Construction General Permit, and other applicable requirements, which would be verified during the City's construction permitting process, would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operation

The Project proposes construction of a 490,565 square foot (SF) building with approximately 480,565 SF of warehouse space and 10,000 SF of mezzanine, which would be used for office space, as well as associated internal driveways and drive aisles, parking, landscaping, utility connections, stormwater infrastructure, and sidewalks. Project operation would introduce the potential for pollutants such as chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with State Water Resources Board Order R8-2010-0036, NPDES No. CAS618036, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs, included as PPP HYD-3. A WQMP Handbook has been prepared by the City of Fontana to streamline the WQMP process and provide guidance to those preparing and approving WQMPs within the City, which would be used to develop the Project WQMP. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. The proposed landscaped areas would introduce planting media that would likely enhance the capability to store runoff onsite within the media. Some of the runoff would drain into landscaping areas wherever feasible. The majority of stormwater runoff from the Project site would drain to catch basins throughout the site and into a proposed underground stormwater infiltration basin that would be located beneath the parking area within the southern portion of the Project site. The basin would be sized to detain the design capture volume of 78,445 cubic feet. The underground infiltration basin (ADS StormTech MC-7200 chambers) would address the regional LID structural treatment control BMP requirements. Stormwater would be treated by two Barracuda ADS Max Units, one at each end of the proposed underground infiltration system. The treated stormwater would discharge into the existing storm drain beneath Poplar Avenue with a maximum outlet flow rate equal or less than the existing condition 100-year 24-hour storm event.

With implementation of the operational source and treatment control BMPs that is outlined in the preliminary WQMP (Appendix K) that would be reviewed and approved by the City during the Project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Therefore, impacts would be less than significant.

IMPACT HYD-2: WOULD THE PROJECT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN?

Less than Significant Impact. The proposed Project would not deplete groundwater supplies. The Fontana Water Company (FWC) provides water services to the Project site and vicinity. FWC has four sources of water supply: groundwater pumped from FWC-owned and operated wells from the underlying Chino Basin, Rialto-Colton/No Man’s Land Basins, and Lytle Basin; local surface water diverted from Lytle Creek, treated at the Summit Plant; untreated, imported surface water from the State Water Project (SWP) purchased from the Inland Empire Utilities Agency (IEUA) and San Bernardino Valley Municipal Water District (SBVMWD), treated at the Summit Plant; and recycled water purchased from IEUA.

Pursuant to the Optimum Basin Management Plan (OBMP) and the Peace Agreement, Inland Empire Utilities Agency (IEUA), Watermaster, Chino Basin Water Conservation District (CBWCD), and the San Bernardino County Flood Control District completed a Recharge Master Plan for the Chino Basin. As part of recharge efforts, seventeen existing flood retention facilities have been modified to increase diversion rates, increase conservation storage, and subsequently increase the recharge of stormwater and dry-weather runoff. The latest plan, the 2018 Recharge Master Plan, identified two new recharge facilities that were also constructed as part of these efforts. Identified recharge facilities are located outside of the Project site and would not be impacted by proposed development. In addition, the Watermaster developed the Chino Basin Subsidence Management Plan (2015) for a portion of the Chino Basin; however, the Project area is outside of the delineated management area of the plan.

Sustainable Groundwater Management Act (SGMA) is comprised from a three-bill legislative package, including AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), and subsequent statewide Regulations. In signing SGMA, groundwater sustainability agencies (GSAs) must develop and implement groundwater sustainability plans (GSPs) to avoid and/or mitigate groundwater overdraft over the course of 20 years. Under SGMA, adjudicated portions of basins are exempt from developing a GSP and forming a GSA. Because the Chino Basin is adjudicated, it is exempt from developing a GSP and forming a GSA, and therefore projects using water from the Chino Basin are exempt from the SGMA.

The Project site is currently developed as a residential community and is partially impervious. The proposed Project would add 469,135 SF of additional impervious surface to the Project site, which would reduce overall site capacity to infiltrate stormwater and provide groundwater recharge to the underlying basin (see Table 5.9-1). The Project would collect drainage by grate inlets and catch basins, then pipe runoff to an onsite underground storm drain system. The storm drain system would discharge to a proposed onsite underground infiltration basin to meet the regional LID structural treatment control BMP requirements. The proposed underground infiltration system would collect and treat stormwater, which would then percolate through the ground. Large storm events would be piped to the existing 72-inch storm drain line located on Poplar Avenue. The underground infiltration basin (ADS StormTech MC-7200 chambers) would address the regional LID structural treatment control BMP requirements by infiltrating stormwater runoff volume equivalent to the 24-hour, 85th percentile storm event and maintaining similar groundwater recharge capacity of the Project site as specific in the Project’s WQMP (see Appendix K). Additionally, vegetated landscaping has also been incorporated into the design to capture and infiltrate stormwater. Proposed LID and landscaping would meet the County’s LID requirements per the applicable NPDES and WQMP requirements (PPP HYD-1 and PPP HYD-3).

Table 5.9-1: Impervious Surface Area for Project Site

Site Condition	Site (SF)	Percentage
Existing Impervious Surface	280,962	34.75
Proposed Impervious Surface	750,097	92.77
Net New Impervious Surface	469,135	58.02%

Source: Preliminary WQMP (see Appendix K)

As shown in Table 5.9-1, development of the proposed Project would result in an increase in area of impervious surface (469,135 SF) on the Project site. Through implementation of the WQMP, the Project would include an infiltration basin that would capture and infiltrate runoff, maintaining overall groundwater recharge capability of the Project site. In addition, the Project includes installation of landscaping that would infiltrate stormwater onsite. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The proposed Project would have a less than significant impact.

IMPACT HYD-3i: WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?

Less than Significant Impact.

Construction

Construction of the structures proposed by the Project would require excavation, grading, and other site preparation activities that would loosen soils, which have the potential to result in erosion and the loss of topsoil. The Project site is generally flat and does not contain substantial slopes that could induce significant erosion or siltation.

Project construction would be permitted under the NPDES Construction General Permit, which requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer (QSD) for construction activities that disturb 1-acre or more of soils (PPP HYD-2). The SWPPP is required to address site specific conditions related to potential sources for sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alternation of drainage pattern during construction activities. Common types of construction BMPs include:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

In addition, a Qualified SWPPP Practitioner (QSP) is required to ensure compliance with the SWPPP through regular monitoring and visual inspection during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, in order to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. Overall,

with implementation of the existing construction regulations that would be verified by the City during the permitting approval process, impacts related to alteration of an existing drainage pattern during construction that could result in substantial erosion or siltation would be less than significant.

Operation

As described previously, proposed development would result in an increase in impervious areas. As a result, the Project would increase surface flows compared to existing conditions. However, the stormwater runoff from the addition of impervious surfaces onsite from development of the Project would be conveyed into an underground infiltration basin per the Project's WQMP (Appendix K) (PPP HYD-1 and PPP HYD-3). The basin has been sized to capture and treat stormwater while providing peak storm mitigation. The proposed infiltration basin would capture the 1-hour rainfall depth (in) for a 2-year return period, per the County's LID requirements. Flows would be discharged to the existing storm drain system with a maximum outlet flow rate equal or less than the existing condition 100-year 24-hour storm event. Further, the BMPs identified in the WQMP would reduce the potential for erosion and siltation. As part of the permitting approval process, the proposed drainage, water quality design, and engineering plans would be reviewed by the City's Engineering Department to ensure it meets the City's NPDES Permit and limits the potential for erosion and siltation. Overall, adherence to the existing regulation and PPP HYD-3 would ensure that Project impacts related to erosion and siltation from operational impacts would be less than significant.

IMPACT HYD-3ii: WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON-SITE OR OFF-SITE?

Less than Significant Impact.

Construction

As described previously, within the current condition, drainage runoff flows in a southwest direction via overland flow (including through curbs and gutters) along Poplar Avenue and into the existing storm drain beneath the roadway, which eventually discharges to the Declez Channel. Construction of the proposed Project would include activities that could temporarily alter the existing drainage pattern of the site and could result in flooding on- or off-site if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP (PPP HYD-2) that would address site specific drainage issues related to construction of the Project and include BMPs to eliminate the potential for flooding or alteration of the drainage pattern during construction activities. This includes regular monitoring and visual inspections during construction activities by a QSP. Compliance with the City's NPDES Permit and a SWPPP, as verified by the City through the construction permitting process, would prevent construction-related impacts related to potential increase in runoff or flooding on or off-site from development activities. Therefore, impacts would be less than significant.

Operation

As described previously, proposed development would result in an increase in impervious areas onsite. As a result, the Project would increase surface flows compared to existing conditions. However, installation of new storm water drainage facilities, including an underground infiltration basin, and pervious landscaped area would be installed by the Project. The proposed infiltration basin would capture the 1-hour rainfall depth (in) for a 2-year return period, per the County's LID requirements. Flows would be discharged to the existing storm drain system with a maximum outlet flow rate equal or less than the existing condition 100-year 24-hour storm event (Appendix K). In addition, landscaped areas would accept runoff water from impervious

surfaces and regulate the rate and velocity of stormwater flows and would control the amount of discharge into the off-site drainage system. Overall, the proposed drainage facilities proposed for the Project have been sized to be consistent with the County MS4 permit requirements and the City's WQMP requirements (PPP HYD-1 and PPP HYD-3). Thus, implementation of the Project would not substantially increase the rate or amount of surface runoff, such that flooding would occur, and impacts would be less than significant.

IMPACT HYD-3iii: WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD 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 described previously, the runoff generated by the proposed Project would be conveyed to an infiltration basin. All runoff from the site would be released from the basin via storm drain connection at the southwestern portion of the site. These flows would then proceed to follow the existing drainage pattern along Poplar Avenue to Declez Channel. The basin has been sized to accommodate the anticipated flows, and would control drainage, such that it would not exceed the capacity of the stormwater drainage system. The Preliminary WQMP details that the storm drain facilities are sized adequately for the 1-hour rainfall depth (in) for a 2-year return period, per the County's LID requirements (PPP HYD-1 and PPP HYD-3). Stormwater would be treated by two Barracuda ADS Max Units, one at each end of the proposed underground infiltration system. Additionally, infiltration through underlying soil media would provide additional filtration and treatment of captured stormwater runoff. Runoff would flow through a series of gravel and media, as well as the proposed infiltration basin, prior to entering the storm drain system and the Santa Ana River. Therefore, the Project would result in a less than significant impact on the capacity of existing or planned stormwater drainage systems and/or additional sources of polluted runoff.

IMPACT HYD-3iv WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?

Less than Significant Impact. According to FEMA FIRM Map 16071C8665H, the Project site is completely located in "Zone X" flood plain area. The "Zone X" is defined as area outside of the 100-year floodplain. As discussed above, the proposed Project would develop the site with approximately 469,135 square feet of net new impervious surfaces, resulting in a substantial increase of imperviousness. Use of the surface and subsurface infiltration, including the proposed underground infiltration basin and landscaping areas, would regulate the rate and velocity of stormwater flows and would control the amount of discharge into the off-site drainage system. In addition, the drainage facilities proposed for the Project have been sized to adequately accommodate the stormwater flows from the proposed development and are consistent with the County and City drainage plans and MS4 permit requirements as part of the required WQMP (PPP HYD-1 and PPP HYD-3). Thus, although the proposed Project would result in a substantial increase in impervious surfaces on the site, the proposed drainage infrastructure would maintain the existing drainage pattern and accommodate flows, such that storm flows would not be impeded or redirected. Therefore, impacts would be less than significant.

IMPACT HYD-4 WOULD THE PROJECT, IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION?

Less than Significant Impact. According to FEMA FIRM Map 16071C8665H, the Project site is completely located in “Zone X” flood plain area. Thus, the Project is not located within a flood hazard zone and would result in a less than significant impact on flood hazard.

Tsunamis are large waves that occur in coastal areas; therefore, since the city is not located in a coastal area, no impacts due to tsunamis would occur. Additionally, the Project site does not contain and is not adjacent to any water bodies that could seiche. The nearest body of water is Santa Ana River, approximately six miles to the east, which is not a contained body of water with seiche potential. Therefore, the Project would result in no impacts related to seiche.

IMPACT HYD-5 WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN?

Less than Significant Impact. The OWOW program was developed in effort by the SAWPA, mandated to manage water quality within the Santa Ana River Watershed for multiple beneficial purposes, is the result of an integrated planning process convened for the management of the Santa Ana River Watershed. The OWOW program integrates water resources management with various disciplines such as land use planning, flood control, and natural resource management. Through compliance with the applicable NPDES permits, the Project would be consistent with the OWOW program developed for the region. The Project applicant would be required to prepare and implement a SWPPP during Project construction to avoid potential construction-related water quality impacts (PPP HYD-1 and PPP HYD-2) per the Construction General Permit. The Project applicant would also be required to prepare and implement a WQMP to treat and capture post-construction stormwater runoff as part of Project operation per the County’s MS4 NPDES permit (PPP HYD-3). Through implementation of the applicable construction and post-construction permitting requirements, the Project would not conflict with or obstruct implementation of a water quality control plan.

Pursuant to the SGMA, each high and medium priority basin, as identified by the California Department of Water Resources (DWR), is required to have a GSA that will be responsible for groundwater management and development of a GSP. As described above, the Project site overlays the Chino Basin, which is adjudicated and has a Recharge Master Plan in place (Chino Basin Watermaster Inland Empire Utilities Agency, 2018). As part of recharge efforts, several flood retention facilities have been modified to increase diversion rates, increase conservation storage, and subsequently increase the recharge of stormwater and dry-weather runoff. Identified recharge facilities are located outside of the Project site and would not be impacted by proposed development. In addition, as described previously, stormwater would be infiltrated onsite; and a reduction in groundwater recharge from development of the Project site would not occur. As discussed above, because the basin is adjudicated, it is exempt from further requirements under SGMA. Therefore, the Project would be consistent with the groundwater management plan and would not conflict with or obstruct its implementation. Thus, impacts related to water quality control plan or sustainable groundwater management plan would be less than significant.

5.9.7 CUMULATIVE IMPACTS

Water Quality: The geographic scope for cumulative impacts related to hydrology and water quality includes the Santa Ana River watershed because cumulative projects and developments could incrementally exacerbate the existing impaired condition and could result in new pollutant related impairments. However, related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a WQMP (for operation) and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration, in areas permitted. The NPDES permit requirements have been set by the SWRCB and

implemented by the Santa Ana RWQCB to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable with compliance with all applicable laws, permits, ordinances and plans. As detailed previously, the proposed Project would be implemented in compliance with all regulations, as would be verified during the permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

Drainage: The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, which would include the City of Fontana. As described above, with implementation of the Project the onsite pervious surfaces would increase, and stormwater runoff would be accommodated by the proposed stormwater drainage basin infrastructure, as required by the NPDES MS4 Permit. Additionally, existing drainage flow patterns would be maintained. As a result, the proposed Project would not generate runoff that could combine with additional runoff from cumulative projects that could cumulatively combine to impact drainage. Projects in the cumulative study area would be required to comply with the NPDES MS4 permit and would be anticipated to result in less than significant impacts on drainage. Thus, cumulative impacts related to drainage would be less than significant.

5.9.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ
- California Water Resources Control Board Low Impact Development (LID) Policy
- Regional MS4 permit (Order No. R8-2010-0036)
- City of Fontana Municipal Code, Section 5-14, Compliance with the NPDES permit.

Plans, Programs, or Policies (PPPs)

PPP HYD-1: Comply with NPDES. Since this Project is one acre or more, the permit holder shall comply with all of the applicable requirements of the National Pollutant Discharge Elimination System (NPDES) and shall conform to NPDES Best Management Practices for Stormwater Pollution Prevention Plans during the life of this permit.

PPP HYD-2: NPDES/SWPPP. Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of submitting a Notice of Intent (NOI), develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

PPP HYD-3: WQMP. Pursuant to City Municipal Code Section 30-526, Infrastructure, the Project Applicant shall prepare a Water Quality Management Plan (WQMP) that is consistent with the San Bernardino County Flood Control District Standards and follows the WQMP guidance.

5.9.9 PROJECT DESIGN FEATURES

None.

5.9.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts WQ-1 through WQ-8 would be less than significant.

5.9.11 MITIGATION MEASURES

No mitigation measures are required.

5.9.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to hydrology and water quality have been identified and impacts would be less than significant.

REFERENCES

California Department of Water Resources. 20 January 2006. California's Groundwater—Bulletin 118, Update 2003. California Department of Water Resources: Sacramento, CA; <http://www.water.ca.gov/groundwater/bulletin118/index.cfm>.

City of Fontana. General Plan Update 2015-2035. 13 November 2018. Accessed: 10 January 2023. <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

City of Fontana. General Plan Update 2015-2035 Draft Environmental Impact Report. 8 June 2018. Accessed: 10 January 2023. <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

FEMA Flood Map Service Center. Accessed: <https://msc.fema.gov/portal/search>

State Water Resources Control Board Construction Stormwater Program. Accessed: http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml.

Santa Ana Regional Water Quality Control Board Santa Ana Region Basin Plan. Accessed: http://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/index.shtml.

Chino Basin Watermaster Department website. Accessed: <http://www.cbwm.org/>. Accessed September 9, 2020

DRC Engineering, Inc. 3 June 2022. Preliminary Hydrology Report for the Poplar South Distribution Center Project (Appendix J)

DRC Engineering, Inc. 3 August 2022. Preliminary Water Quality Management Plan for the Poplar South Distribution Center Project (Appendix K)

This page intentionally left blank.

5.10 Land Use and Planning

5.10.1 INTRODUCTION

This section provides an analysis of the consistency of the proposed Project with applicable land use plans, policies, and regulations that guide development of the Project site and evaluates the relationship of the Project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- *City of Fontana General Plan Update 2015-2035, Adopted November 2018*
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report, Certified November 2018*
- *Southwest Industrial Park Specific Plan, Adopted June 2012*
- *Southwest Industrial Park Specific Plan Environmental Impact Report, Certified October 2011*
- *City of Fontana Municipal Code*

5.10.2 REGULATORY SETTING

5.10.2.1 State Regulations

Senate Bill 330

The Project would be constructed on a site that is currently designated for residential uses. Therefore, the Project is required to comply with the Housing Crisis Act of 2019 (Senate Bill [SB] 330) which addresses the displacement and replacement of housing. SB 330 requires in part that where a development project results in reducing the number of housing units allowed under land use designations, the city must identify a way in which an equivalent number of units could be accommodated in the city. The potential loss of residential units is determined by what is allowed on the Project site by the current General Plan, Southwest Industrial Park Specific Plan (SWIP SP), and zoning designations. As such, the proposed Project would result in the "loss" of the equivalent of 38 residential units that are allowed by the current General Plan, SWIP SP, and zoning designations of the site.

Government Code Section 65863 (No Net Loss Law)

The purpose of Government Code Section 65863 (No Net Loss Law) is to ensure development opportunities remain available throughout the planning period to accommodate a jurisdiction's regional housing need allocation (RHNA), especially for lower- and moderate- income households. A jurisdiction may not take any action to reduce a parcel's residential density unless it makes findings that the remaining sites identified in its Housing Element sites inventory can accommodate the jurisdiction's remaining unmet RHNA by each income category, or if it identifies additional sites so that there is no net loss of residential unit capacity.

The Project site is not identified within the Housing Element as a RHNA site.

5.10.2.2 Regional Regulations

SCAG Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles.

SCAG develops transportation and housing strategies for southern California as a whole. On September 3, 2020, SCAG's Regional Council adopted Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

5.10.2.3 Local Regulations

City of Fontana General Plan

Land Use and Urban Design Element

- Goal 2** Fontana development patterns support a high quality of life and economic prosperity.
- Policy 2.1** Locate industrial uses where there is easy access to regional transportation routes.
- Goal 4** Compact, walkable, mixed-use centers are located at key locations along corridors to be served by public transit in the future and at intersections where neighborhood retail and diverse housing options can succeed.
- Policy 4.1** Promote a land use pattern that provides connections among land uses and a mixture of land uses.
- Goal 5** Fontana's industrial uses are concentrated in a few locations that have easy access to regional transportation routes.
- Policy 5.3** Avoid locating small areas of residential uses where they will be surrounded by intensive commercial or industrial uses.
- Goal 7** Public and private development meets high design standards.
- Policy 7.1** Support high-quality development in design standards and in land use decisions.

Community and Neighborhoods Element

- Goal 1** The integrity and character of historic structures, and cultural resources sites within the City of Fontana are preserved.
- Policy 1.3** Collaborate with the Native American Heritage Commission (NAHC) and local tribal organizations about land development that may affect Native American cultural resources and artifacts.
- Goal 3** Archaeological resources are protected and preserved.
- Policy 3.1** Collaborate with state archaeological agencies to protect resources.

Housing and Homelessness

- Goal 2** All housing and businesses in Fontana are well-managed and code-compliant.
- Policy 2.2** Continue to enforce and publicize code-compliance programs for all housing and businesses.

Building a Healthier Fontana Element

- Goal 1** The average lifespan in Fontana consistently ranks within the top ten of all Southern California cities.
- Policy 1.3** Support local and regional initiatives to improve air quality in order to reduce asthma while actively discouraging development that may exacerbate asthma rates.
- Policy 1.5** Continue economic development efforts to develop a greater number and range of jobs in Fontana so as to reduce residents' need to commute out of the City.
- Policy 1.6** Support transit efforts that reduce residents' need for automobile-based travel.
- Policy 1.7** Support a wide range of strategies and actions to increase residents' opportunities for physical activity.
- Policy 1.8** Strongly encourage efforts to improve the safety of all roadway users, especially pedestrians and bicyclists.
- Goal 2** Fontana has healthy and safe development patterns.
- Policy 2.1** Support the planning, regulatory, and funding initiatives needed to provide a healthy, safe City with safe streets, safe public spaces, highly accessible parks, highly accessible healthy food, and a clean environment.
- Goal 3** The City of Fontana considers health at all levels of decision making.

Conservation, Habitat, and Urban Forest Element

- Goal 3** Fontana has a healthy, drought resistant urban forest, 25% tree canopy, and an urban forestry program.
- Policy 3.1** Support tree conservation and planting that enhances shade and drought resistance.

Community Mobility and Circulation Element

- Goal 1** The City of Fontana has a comprehensive and balanced transportation system, with safety and multimodal accessibility the top priority of Citywide transportation planning, as well as accommodating freight movement.
- Policy 1.3** Make land use decisions that support walking, bicycling, and public transit use, in alignment with the 2016- 2040 Regional Transportation Plan and Sustainable Communities Strategy.
- Goal 2** Fontana's road network is safe and accessible to all users, especially the most vulnerable such as children, youth, older adults and people with disabilities.
- Policy 2.2** Support designated truck routes that avoid negative impacts on residential and commercial areas while accommodating the efficient movement of trucks.

Goal 3 Local transit within the City of Fontana is a viable choice for residents, easily accessible and serving destinations throughout the City.

Policy 3.2 Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.

Goal 7 The City of Fontana participates in shaping regional transportation policies to reduce traffic congestion, pollution, and greenhouse gas emissions.

Policy 7.3 Participate in the efforts of the Southern California Association of Governments (SCAG) to coordinate transportation planning and services that support greenhouse gas reduction.

Water Element

Goal 1 Fontana collaborates with public and private agencies for an integrated and sustainable water resource management program.

Policy 1.1 Support initiatives to provide a long-term supply of the right water for the right use through working with regional providers and the One Water One Watershed Plan.

Goal 3 The City continues to have an effective water conservation program.

Policy 3.1 Support landscaping in public and private spaces with drought-resistant plants.

Stormwater Element

Goal 1 Fontana has a stormwater drainage system that is environmentally and economically sustainable and compatible with regional One Water One Watershed standards.

Policy 1.1 Continue to implement the water-quality management plan for stormwater management that incorporates low-impact and green infrastructure standards.

Policy 1.2 Promote natural drainage approaches (green infrastructure) and other alternative non-structural and structural best practices to manage and treat stormwater.

Policy 1.3 Use street parkways to treat and infiltrate runoff for new developments and redevelopments.

Noise and Safety Element

Goal 1 The City of Fontana protects sensitive land uses from excessive noise by diligent planning through 2035.

Policy 1.2 Noise-tolerant land uses shall be guided into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors.

Policy 1.4 Noise spillover or encroachment from commercial, industrial and educational land uses shall be minimized into adjoining residential neighborhoods or noise-sensitive uses.

Goal 4 Seismic injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, earthquake-induced landslides, and other earthquake-induced ground deformation are minimized in the City of Fontana.

Policy 4.2 The City shall continue to ensure that current geologic knowledge and peer (third party) review are incorporated into the design, planning, and construction stages of a project and that site-specific data are applied to each project.

Goal 8 The potential for hazardous contamination is reduced in the City of Fontana.

Policy 8.1 The City shall strive to reduce the potential for residents, workers, and visitors to Fontana from being exposed to hazardous materials and wastes.

Sustainability and Resilience Element

Goal 5 Fontana is an Inland Empire leader in energy-efficient energy development and retrofits.

Policy 5.2 Meet state energy-efficiency goals for new construction.

Goal 6 Green building techniques are used in new development and retrofits.

Goal 7 Conservation of water resources with best practices such as drought-tolerant plant species, recycled water, greywater systems, has become a way of life in Fontana.

Policy 7.1 Continue to promote and implement best practices to conserve water.

Economy, Education, and Workforce Element

Goal 1 Promote a diversified economy that builds on existing business sectors and develops, attracts, and retains future job-creating sectors.

Policy 1.1 Support resources for the City's economic development department to develop and implement strategies to attract and grow businesses that provide tax revenue and opportunities for diversified and high-paying jobs for Fontana residents.

Goal 3 Plan Fontana as a "complete community" with a balance of diverse neighborhoods, amenities, services, and infrastructure that supports a qualified workforce and attracts business.

Southwest Industrial Park Specific Plan

Land Use (LU) Objectives

Objective LU- 2 Contribute positively to the City-wide employment and economic base through implementation of a viable southern employment center within the City of Fontana.

Objective LU-3 Create land use districts that encourage high quality development responsive to market demands and Fontana development objectives.

Objective LU-7 Provide specific requirements that enhance public amenities for new development and rehabilitation.

Environmental (ENV) Objectives

Objective ENV-1 Ensure potential environmental effects of the Specific Plan are mitigated to a less than significant level where feasible.

Objective ENV-2 Establish methods and strategies for the conservation of resources, including water use and drought tolerant landscaping.

Landscaping (LS) Objectives

Objective LS-1 Incorporate landscaped parkways, parking lots, and pedestrian walkways separated from the street to enhance safety and enjoyment of residents and employees.

Implementation and Administration (IMP) Objectives

Objective IMP-2 Prepare an Environmental Impact Report as the primary tiering clearance document to streamline additional project level environmental reviews.

City of Fontana Municipal Code

Chapter 30 of the City's Municipal Code is the Fontana Development Code. The Fontana Development Code assists the Fontana General Plan by providing driving policies that reinforce the goals set by the General Plan. By complying with the standards set in the development code, the City will more efficiently achieve sustainable growth. This document outlines the City's guidelines and requirements for developments for each zoning type. Industrial projects within the City are required to adhere to standards provided in Article VII of the development code. These standards include allowed uses within industrial zones as well as development standards such as maximum height, lot coverage, and provided parking requirements. The Project will be required to comply with these Standards in order to be approved for development.

No Net Loss Program

On October 11, 2022, the City of Fontana adopted an ordinance referred to as the "No Net Loss Program" that establishes a program for residential replacement units in order to meet the requirements of SB 330. Rather than rezoning or upzoning an alternative site to ensure no net loss in residential capacity, the "No Net Loss Program" provides that concurrent with the approval of any change in zone from a residential use to a less intensive or non-residential use, replacement units in the form of a density bonus will become available to Project applicants that subsequently seek to develop property for residential use within the City. As it relates to the proposed Project, the applicant is utilizing this program to comply with the requirements of SB 330. The loss of 38 dwelling units would be added to the "No Net Loss Bank" to be used by subsequent residential developers to build their residential site at a higher density than what the zoning designation allows for.

5.10.3 ENVIRONMENTAL SETTING

The Project site surrounds the existing Rose Avenue south of Santa Ana Avenue, west of Catawba Avenue, north of Jurupa Avenue, and east of Poplar Avenue in the southern portion of the City of Fontana within the County of San Bernardino. The 19.08 gross acre (18.82 net acres) site consists of the following Assessor

Parcel Numbers (APNs): 0237-171-01 through -19, 0237-172-01 through -12, -19, -22, -23, -26, -27, -28, -30 through -33. The Project site has a General Plan land use designation of Residential Trucking (R-T) and a City zoning designation of Specific Plan (SP). The Project is also within the Slover East Industrial District (SED) of the SWIP SP. Within the SWIP SP, the Project site is designated as Residential Trucking District (RTD). Additionally, the site is located within the Fontana United States Geological Survey (USGS) 7.5-Minute Quadrangle; Section 25, Township 1 South, Range 6 West.

The surrounding uses, described below, are dominated by industrial uses.

- **North:** Industrial warehouse followed by Santa Ana Avenue. **West:** Poplar Avenue followed by a motor vehicle dealership and a beverage manufacturing center.
- **South:** distribution warehouse followed by Jurupa Avenue.
- **East:** Catawba Avenue followed by a trucking company and distribution center

5.10.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

LU-1: Physically divide an established community?

LU-2: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

5.10.5 METHODOLOGY

The evaluation of impacts to land use and planning is based on a comparison of the Project to the applicable plans, policies, and regulations to determine if implementation of the Project would conflict with a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.10.6 ENVIRONMENTAL IMPACTS

IMPACT LU-1: WOULD THE PROJECT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?

No Impact. The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas.

The proposed Project would develop an industrial warehouse on a site that is currently surrounded by industrial uses. The current site is developed with vacant residential units. The Project would include a General Plan Amendment to change the existing land use designation from Residential Trucking (R-T) to General Industrial (I-G) (see Figure 3-4, *Existing General Plan Land Use*, and Figure 3-5, *Proposed General Plan Land Use*) and a Specific Plan Amendment to change the site's existing SWIP designation from Residential Trucking District (RTD) to Slover East Industrial District (SED) (see Figure 3-6, *Existing SWIP Land Use*, and Figure 3-7, *Proposed SWIP Land Use*). However, the Project would be consistent with the surrounding uses. Therefore, the Project would not physically divide an established community, and would result in no impact.

IMPACT LU-2: WOULD THE PROJECT 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 Project would be required to comply with all applicable Federal, State, regional, and local land use plans, policies, and regulations. Projects should be consistent with applicable policies in order to promote the efficient, sustainable growth projected in the long-term planning documents. At a regional level, the Project should comply with the goals and policies presented in SCAG’s RTP/SCS. Locally, the Project should comply with the City’s General Plan, City’s Municipal Code, and the SWIP SP. The Project includes a General Plan Amendment and a Specific Plan Amendment to change the site’s land use designation. However, the proposed amendments are consistent with the policies and intent of the General Plan and SWIP SP, as discussed further below.

SCAG Regional Transportation Plan/ Sustainable Communities Strategy Policies. SCAG’s RTP/SCS policies focus largely on regional transportation and the efficiency of transportation, which are implemented by counties and cities within the SCAG region, as part of the overall planning and maintenance of the regional transportation system. The policies are not directly applicable to the Project. As shown in Table 5.10-1, the Project would not conflict with the adopted RTP/SCS. Therefore, impacts would be less than significant.

Table 5.10-1: SCAG RTP/SCS Consistency Analysis

RTP/SCS Goal Statements	Project Consistency Discussion
1. Encourage regional economic prosperity and global competitiveness.	Consistent. The Project would increase employment opportunities within the City of Fontana by providing 144 new jobs and enhance the region’s overall economic development and competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. As an individual development, the Project is limited in its ability to maximize mobility and access for people and goods in the SCAG region. The Project involves the construction and operation of a warehouse which is anticipated to be primarily used for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. Thus, while the Project could facilitate the movement of some goods, movement of goods is not the primary function of the proposed warehouse. The Project would not create substantial traffic impediments that would improve the accessibility of goods in the region.
3. Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. As an individual development, the Project is limited in its ability to ensure security and resilience of the regional transportation system. There are no components of the Project that would result in the deterioration of the transportation system. However, as a measure to safeguard security, the Project would comply with applicable policies included in the Section 5.8, Hazards and Hazardous Materials, including development outside 100-year flood zones, dam inundation areas, Alquist-Piolo earthquake fault zones, and very high fire severity zones.
4. Increase person and goods movement and travel choices within the transportation system.	Consistent. As an individual development, the Project is limited in its ability to maximize the goods movement and travel choices within the SCAG region. The Project would not create substantial traffic impediments and would

RTP/SCS Goal Statements	Project Consistency Discussion
	improve the accessibility of goods to the surrounding area.
5. Reduce greenhouse gas emissions and improve air quality.	Consistent. While the Project would not improve air quality, it would not prevent SCAG from implementing actions that would improve air quality within the region. Additionally, the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.
6. Support healthy and equitable communities.	Consistent. The Project will comply with the City of Fontana Building a Healthier Fontana Element included in the General Plan Update goals and policies to support healthy and equitable communities. Additionally, the Project would construct frontage improvements, including sidewalks, which would encourage walking in the Project area.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options	Not Applicable. The proposed Project involves the construction of an industrial warehouse and does not include development of diverse housing types.
10. Promote conservation of natural and agricultural lands and restoration of habitats	Consistent. The Project would be consistent with goals and policies of the General Plan and would not cause significant environmental impacts to agricultural lands or biological resources. In addition, Mitigation Measure BIO-1 would reduce potential impacts associated with biological resources. The Project would not conflict with this goal.

City of Fontana General Plan Policies, Goals, and Implementation Measures

Land Use Consistency:

The Project site has a Fontana General Plan land use designation of R-T and a SWIP designation of RTD. The Project would include a General Plan Amendment to change the existing land use designation from R-T to I-G. The General Plan states that the I-G District is intended for uses such as manufacturing, warehousing, fabrication, assembly, processing, trucking, equipment, automobile and truck sales and services. The Project also includes a Specific Plan Amendment to change the site’s existing SWIP designation from RTD to SED, which allows for development for up to a maximum Floor Area Ratio (FAR) of 0.55 with a 15% development incentive for green buildings. The proposed General Plan Amendment and Specific Plan Amendment would make the Project more consistent and compatible with its surrounding uses which are all designated I-G by the General Plan and SED by the SWIP (see Figure 3-5, *Proposed General Plan Land Use*, and Figure 3-7, *Proposed SWIP Land Use*).

The proposed Project would be consistent with the proposed General Plan and SWIP designations for the site and would utilize the “No Net Loss Bank” for the loss of 38 dwelling units. Furthermore, as shown in Table 5.10-2 and 5.10-3 below, the proposed Project would be consistent with applicable City General Plan and SWIP Goals and Policies.

Table 5.10-2: General Plan Consistency

General Plan Policy	Project Consistency
Land Use and Urban Design Element	
Goal 2. Fontana development patterns support a high quality of life and economic prosperity.	Consistent. The proposed Project would be consistent with the surrounding industrial uses. The Project would create an additional 411 jobs within the City.
Policy 2.3 Locate high quality industrial uses where there is easy access to regional transportation routes.	Consistent. The Project would develop a warehouse in an industrial area that is located .25 miles from Jurupa Avenue, a modified major highway and .8 miles from the I-10.
Policy 4.1 Promote a land use pattern that provides connections among land uses and a mixture of land uses.	Consistent. The Project would be developed in an area that is designated for industrial uses. Further, the Project site is fully surrounded by industrial uses.
Goal 5. High-quality job producing industrial uses are concentrated in a few locations where there is easy access to regional transportation routes.	Consistent. The Project would develop an industrial warehouse located within the Slover East Industrial District which is developed with mostly Industrial uses located near the I-10 and Jurupa Avenue.
Policy 5.1 Promote the Southwest Industrial Park and the I-10 corridor as preferred locations for industrial uses.	Consistent. The Project would develop an industrial warehouse that would generate 411 new jobs located within the Slover East Industrial District which is developed with mostly Industrial uses located near the I-10 and Jurupa Avenue.
Goal 7. Public and private development meets high design standards.	Consistent. As described in Section 5.2, <i>Aesthetics</i> , the Project would comply with the City of Fontana’s General Plan and SWIP design guidelines for industrial developments.
Policy 7.1. Support high-quality development in design standards and in land use decisions.	Consistent. As described in Section 5.2, <i>Aesthetics</i> , the Project would be consistent with the SWIP design standards.
Community and Neighborhoods Element	
Goal 1 The integrity and character of historic structures, and cultural resources sites within the City of Fontana are preserved.	Consistent. As described in Section 5.4 <i>Cultural Resources</i> , the properties on site are not identified as having historical significance and the removal of those structures would not result in an adverse change in the significance of a historical resource.
Policy 1.3 Collaborate with the Native American Heritage Commission (NAHC) and local tribal organizations about land development that may affect Native American cultural resources and artifacts.	Consistent. According to Section 5.16 <i>Tribal Cultural Resources</i> , the Project would be consistent with California Senate Bill 18 in regard to the collaboration with tribes identified by the NAHC. Notices were sent on August 24, 2022 and the Gabrielino Tongva Indians of California, Quechan Tribe of Fort Yuma Reservation, Agua Caliente Band of Cahuilla, Yuhaaviatam, and the Kizch Nation responded.
Goal 3 Archaeological resources are protected and preserved.	Consistent. According to Section 5.4 <i>Cultural Resources</i> , Mitigation Measure CUL-1 would require archaeological monitoring by a qualified archaeologist for all initial ground disturbing activities up to five feet in depth and to attend all pre-grade meetings.
Policy 3.1 Collaborate with state archaeological agencies to protect resources.	Consistent. As described in Section 5.4 <i>Cultural Resources</i> , the Project included an archaeological and historical

	records search at the South Central Coastal Information Center (SCCIC). The structures on the Project site were evaluated to determine eligibility for inclusion in the California Register. In addition, the Native American Heritage Commission shall be contacted upon any discoveries of human remains.
Housing and Homelessness	
Goal 2 All housing and businesses in Fontana are well-managed and code-compliant.	Consistent. The Project would be developed to comply with the City’s Municipal Code.
Policy 2.2 Continue to enforce and publicize code-compliance programs for all housing and businesses.	Consistent. The Project would be developed to comply with applicable City Municipal Code requirements.
Building a Healthier Fontana Element	
Goal 1 The average lifespan in Fontana consistently ranks within the top ten of all Southern California cities.	Consistent. As detailed in the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B) and in Section 5.2 <i>Air Quality</i> , the Project would not result in a significant construction or operational health risk impact.
Policy 1.3 Support local and regional initiatives to improve air quality in order to reduce asthma while actively discouraging development that may exacerbate asthma rates.	Consistent. As described in Section 5.6 <i>Greenhouse Gas Emissions</i> , The Project would comply with the CALGreen standards that are applicable to the proposed Project.
Policy 1.5 Continue economic development efforts to develop a greater number and range of jobs in Fontana so as to reduce residents’ need to commute out of the City.	Consistent. The Project would develop an industrial warehouse within the Slover East Industrial District and would provide 411 jobs within the City.
Policy 1.6 Support transit efforts that reduce residents’ need for automobile-based travel	Consistent. The Project would improve sidewalks on Poplar Avenue and Catawba Avenue as well as provide bike racks on site.
Policy 1.7 Support a wide range of strategies and actions to increase residents’ opportunities for physical activity.	Consistent. The Project would construct new sidewalks along Poplar Avenue and Catawba Avenue to improve walking conditions in the area. The Project would also include bike racks that would allow for workers to park bikes on site.
Policy 1.8 Strongly encourage efforts to improve the safety of all roadway users, especially pedestrians and bicyclists.	Consistent. As described in Section 3.0, <i>Project Description</i> , the proposed Project consists of roadway improvements including curbs, gutters, sidewalks, and landscaping along the Poplar Avenue and Catawba Avenue frontage.
Goal 2 Fontana has healthy and safe development patterns.	Consistent. As detailed in Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B) and in Section 5.2 <i>Air Quality</i> , the Project would not result in a significant health risk in either the construction or operation of the Project.
Policy 2.1 Support the planning, regulatory, and funding initiatives needed to provide a healthy, safe City with safe streets, safe public spaces, highly accessible parks, highly accessible healthy food, and a clean environment.	Consistent. As described in Section 3.0, <i>Project Description</i> , the Project would include offsite improvements to the curb and construct a sidewalk on both Poplar Avenue and Catawba Avenue to improve walking conditions in the area.
Goal 3 The City of Fontana considers health at all levels of decision making.	Consistent. As detailed in the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B) and in Section 5.2 <i>Air Quality</i> , the Project would not result in a significant health risk in either the construction or operation of the Project.
Conservation, Habitat, and Urban Forest	

<p>Goal 3 Fontana has a healthy, drought resistant urban forest, 25% tree canopy, and an urban forestry program.</p>	<p>Consistent. As described in Section 3.0, <i>Project Description</i>, the proposed Project would include drought tolerant landscaping included as shown on Figure 3-10.</p>
<p>Policy 3.1 Support tree conservation and planting that enhances shade and drought resistance.</p>	<p>Consistent. The proposed Project includes drought resistant landscaping with trees on both building street frontages to provide cover and shading.</p>
<p>Community Mobility and Circulation Element</p>	
<p>Goal 1 The City of Fontana has a comprehensive and balanced transportation system, with safety and multimodal accessibility the top priority of Citywide transportation planning, as well as accommodating freight movement.</p>	<p>Consistent. As described in Section 5.15 <i>Transportation</i>, the proposed Project provides an efficient and comprehensive internal circulation system and would provide signage which would route traffic from Catawba Avenue and Poplar Avenue to appropriate parking facilities.</p>
<p>Policy 1.3 Make land use decisions that support walking, bicycling, and public transit use, in alignment with the 2016- 2040 Regional Transportation Plan and Sustainable Communities Strategy.</p>	<p>Consistent. As described in Section 5.15 <i>Transportation</i>, the Project would construct new sidewalks on both Poplar Avenue and Catawba Avenue to improve walking conditions in the area and would be constructed near existing OmniTrans bus routes on Jurupa Avenue.</p>
<p>Goal 2 Fontana's road network is safe and accessible to all users, especially the most vulnerable such as children, youth, older adults and people with disabilities.</p>	<p>Consistent. As described in Section 5.15 <i>Transportation</i>, the Project would include offsite improvements to the curb and construct a sidewalk on both Poplar Avenue and Catawba Avenue to improve walking conditions in the area and would be constructed near existing OmniTrans bus routes.</p>
<p>Policy 2.2 Support designated truck routes that avoid negative impacts on residential and commercial areas while accommodating the efficient movement of trucks.</p>	<p>Consistent. As described in Section 5.15 <i>Transportation</i>, the Project would be an industrial warehouse located in an area with industrial uses located near existing truck routes on Santa Ana Avenue, Citrus Avenue, And Jurupa Avenue.</p>
<p>Goal 3 Local transit within the City of Fontana is a viable choice for residents, easily accessible and serving destinations throughout the City.</p>	<p>Consistent. As described in Section 5.15 <i>Transportation</i>, the Project would be constructed near existing OmniTrans bus routes on Jurupa Avenue.</p>
<p>Policy 3.2 Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.</p>	<p>Consistent. As described in Section 5.15 <i>Transportation</i>, the Project would be constructed near existing OmniTrans bus routes on Jurupa Avenue.</p>
<p>Goal 7 The City of Fontana participates in shaping regional transportation policies to reduce traffic congestion, pollution and greenhouse gas emissions</p>	<p>Consistent. As described in Section 5.15 <i>Transportation</i>, the Project would be consistent with the policies identified in the City's General Plan As discussed in Section 5.2, <i>Air Quality</i>, the Project would include on-site bicycle parking to allow for alternative transportation. As discussed in Section 5.7, <i>Greenhouse Gas Emissions</i>, the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards. As discussed in Section 5.14, <i>Transportation</i>, the Project would generate fewer than the 500 daily trips threshold and would therefore have a less than significant impact on vehicle miles traveled.</p>
<p>Policy 7.3 Participate in the efforts of the Southern California Association of Governments (SCAG) to coordinate transportation planning and services that support greenhouse gas reduction.</p>	<p>Consistent. While the Project would not improve air quality, it would not prevent SCAG from implementing actions that would improve air quality within the region. Programs and Policies are specified to reduce the Project's air quality impacts to the maximum extent feasible, and the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.</p>
<p>Water Element</p>	

Policy 3.1 Support landscaping in public and private spaces with drought-resistant plants.	Consistent. The Project would provide landscaping that includes drought tolerant plants as shown in Figure 3-10.
Stormwater Element	
Goal 1 Fontana has a stormwater drainage system that is environmentally and economically sustainable and compatible with regional One Water One Watershed standards.	Consistent. As discussed in Section 5.9, <i>Hydrology and Water Quality</i> , the proposed Project would construct stormwater drainage facilities necessary to maintain on-site stormwater flows from impacting off-site properties. Development pursuant to the proposed Project would construct a stormwater drainage system to convey runoff from the site in a manner consistent with City requirements.
Policy 1.1 Continue to implement the water-quality management plan for stormwater management that incorporates low-impact and green infrastructure standards.	Consistent. As discussed in Section 5.9, <i>Hydrology and Water Quality</i> , the Project would adhere to the City’s Water Quality Management Plan as well as develop a site-specific Water-Quality Management Plan.
Policy 1.2 Promote natural drainage approaches (green infrastructure) and other alternative non-structural and structural best practices to manage and treat stormwater.	Consistent. As discussed in Section 5.9, <i>Hydrology and Water Quality</i> , BMPs would be implemented to ensure stormwater would be treated prior to discharge of runoff.
Policy 1.3 Use street parkways to treat and infiltrate runoff for new developments and redevelopments.	Consistent. As discussed in Section 5.9, <i>Hydrology</i> , the Project would install an underground infiltration basin that would infiltrate runoff and would utilize the existing storm drain under Poplar Avenue.
Noise and Safety Element	
Goal 1 The City of Fontana protects sensitive land uses from excessive noise by diligent planning through 2035.	Consistent. As described in Section 5.11, <i>Noise</i> , the proposed Project would not generate significant increases in noise levels on sensitive receptors.
Policy 1.2 Noise-tolerant land uses shall be guided into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors.	Consistent. The Project would be consistent with the General Plan and SWIP standards for noise for industrial uses and is located in an area surrounded by industrial uses.
Policy 1.4 Noise spillover or encroachment from commercial, industrial and educational land uses shall be minimized into adjoining residential neighborhoods or noise-sensitive uses	Consistent. As described in the Noise and Vibration Impact Analysis (Appendix L) in Section 5.11, <i>Noise</i> , the proposed Project would not generate significant increases in noise levels on sensitive receptors.
Goal 4 Seismic injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, earthquake-induced landslides, and other earthquake-induced ground deformation are minimized in the City of Fontana.	Consistent. As discussed in Section 5.6 <i>Geology and Soils</i> , the Project would be built according to California Building Code to reduce impacts by major structural failures or loss of life from earthquakes or other geological hazards.
Policy 4.2 The City shall continue to ensure that current geologic knowledge and peer (third party) review are incorporated into the design, planning, and construction stages of a project and that site-specific data are applied to each project.	Consistent. As discussed in Section 5.6 <i>Geology and Soils</i> , a Geotechnical Investigation was completed for the Project site which has been incorporated into the design and planning of the Project.
Goal 8 The potential for hazardous contamination is reduced in the City of Fontana.	Consistent. As described in Section 5.2, <i>Air Quality</i> and Section 5.8, <i>Hazardous Materials</i> , the Project is not on a listed hazardous site per Government Code Section 65962.5. Additionally, operation of the proposed Project would not generate toxins or hazardous materials.
Policy 8.1 The City shall strive to reduce the potential for residents, workers, and visitors to Fontana from being exposed to hazardous materials and wastes.	Consistent. As described above and in Section 5.8, <i>Hazardous Materials</i> , the Project site is not a listed hazardous site per Government Code Section 65962.5 and operation of the proposed Project would not generate toxins or hazardous materials.
Sustainability and Resilience Element	

Goal 5 Fontana is an Inland Empire leader in energy-efficient energy development and retrofits	Consistent. As discussed in the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B) and in Section 5.5, <i>Energy</i> , the Project would not result in the inefficient, wasteful, and unnecessary consumption of energy and would be consistent with local plans for energy efficiency.
Policy 5.2 Meet state energy-efficiency goals for new construction.	Consistent. As discussed in the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B) and in Section 5.5, <i>Energy</i> , the impact on the regional energy supplies would be minor and would not conflict with California’s energy conservation plans.
Goal 6 Green building techniques are used in new development and retrofits.	Consistent. The Project is pursuing a LEED Green Building Certification which requires the use of green building techniques and would be consistent with the General Plan.
Goal 7 Conservation of water resources with best practices such as drought-tolerant plant species, recycled water, greywater systems, has become a way of life in Fontana.	Consistent. As described in Section 5.9, <i>Hydrology and Water Quality</i> , the proposed Project includes a Project specific Water Quality Management Plan (Appendix K) that would be the guiding document to ensure best management practices (BMP) regarding water resources.
Policy 7.1 Continue to promote and implement best practices to conserve water.	Consistent. As described in Section 5.9, <i>Hydrology and Water Quality</i> , the proposed Project includes a Project-specific Water Quality Management Plan (Appendix K) that highlights Best Management Practices to promote water conservation.
Economy, Education, and Workforce Element	
Goal 1 Promote a diversified economy that builds on existing business sectors and develops, attracts and retains future job-creating sectors.	Consistent. The Project would develop an industrial warehouse that would generate 411 new jobs located within the Slover East Industrial District which is developed with mostly industrial uses located near the I-10 and Jurupa Avenue.
Policy 1.1 Support resources for the City’s economic development department to develop and implement strategies to attract and grow businesses that provide tax revenue and opportunities for diversified and high-paying jobs for Fontana residents.	Consistent. The Project would provide 411 jobs that would benefit the local community and provide tax revenue to the City of Fontana.
Goal 3 Plan Fontana as a “complete community” with a balance of diverse neighborhoods, amenities, services, and infrastructure that supports a qualified workforce and attracts business.	Consistent. The Project site would develop an industrial warehouse in an area surrounded by industrial developments. The Project would install new infrastructure and would include new sidewalks along Poplar Avenue and Catawba Avenue.

Table 5.10-3: Southwest Industrial Park Specific Plan Consistency

Specific Plan Objective	Project Consistency
Land Use and Urban Design Element	
Objective LU- 2 Contribute positively to the City-wide employment and economic base through implementation of a viable southern employment center within the City of Fontana.	Consistent. The Project would develop an industrial warehouse that would generate 411 new jobs within the City.
Objective LU- 3 Create land use districts that encourage high quality development responsive to market demands and Fontana development objectives.	Consistent. The proposed Project would be consistent with industrial developments planned for the SED. As discussed in Section 5.3, <i>Aesthetics</i> , the Project would be consistent with the development standards for the SED. Additionally, the Project would create 411 jobs within the community.

<p>Objective ENV-1 Ensure potential environmental effects of the Specific Plan are mitigated to a less than significant level where feasible.</p>	<p>Consistent. The environmental impacts of the Project would be consistent with the findings of the SWIP and impacts are mitigated to a less than significant level where feasible.</p>
<p>Objective ENV-2 Establish methods and strategies for the conservation of resources, including water use and drought tolerant landscaping.</p>	<p>Consistent. As described in Section 5.9, <i>Hydrology and Water Quality</i>, the proposed Project includes a Project specific Water Quality Management Plan that would be the guiding document to ensure best management practices (BMP) regarding water resources.</p>
<p>Objective LS-1 Incorporate landscaped parkways, parking lots, and pedestrian walkways separated from the street to enhance safety and enjoyment of residents and employees.</p>	<p>Consistent. The Project would include new sidewalks along Poplar Avenue and Catawba Avenue. Additionally, the Project would include landscaped setbacks and landscaping around the perimeters of the building and north parking lot.</p>
<p>Objective IMP-2 Prepare an Environmental Impact Report as the primary tiering clearance document top mainstream additional project level environmental reviews.</p>	<p>Consistent. An EIR was prepared for the proposed Project to fully disclose all project impacts.</p>

5.10.7 CUMULATIVE IMPACTS

Cumulative projects in the City of Fontana would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Cumulative projects in the City of Fontana would utilize regional planning documents such as SCAG’s RTP/SCS during planning, and the City’s General Plan would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in this jurisdiction would be required to comply with the applicable land use plan or they would not be approved without a General Plan amendment.

While the Project requires a General Plan and Specific Plan amendment to change the zoning of the site, the proposed Project would be consistent with the General Plan land use designation and zoning designation after the amendment and consistent with the surrounding industrial uses. Past and present cumulative projects do not involve amendments that would eliminate application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

5.10.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

None.

Plans, Programs, or Policies

None.

5.10.9 PROJECT DESIGN FEATURES

None.

5.10.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact LU-1 would have no impact and LU-2 would be less than significant.

5.10.11 MITIGATION MEASURES

Refer to all mitigation measures presented in this Draft EIR. In instances where significant impacts are identified as part of the Project's construction and/or operational phases, mitigation measures are provided in the specific topic sections to reduce impacts to less-than-significant levels (or, if it is not possible to reduce the Project's impacts to less-than-significant levels, mitigation is provided to minimize impacts to the maximum level feasible).

5.10.12 LEVELS OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs would reduce potential impacts associated with land use and planning for Impacts LU-2 to less than significant and LU-1 would result in no impact.

REFERENCES

City of Fontana General Plan. Accessed: 9 January 2023.

<https://www.fontana.org/DocumentCenter/View/28271/Complete-Document---Approved-General-Plan-Documents-11-13-2018>

City of Fontana General Plan Final Program Environmental Impact Report. Accessed: 9 January 2023.

<https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

SCAG Final 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, "Connect SoCal 2024". Accessed: <https://scag.ca.gov/connect-social>

Southwest Industrial Park Specific Plan. Accessed: 9 January

2023.<https://www.fontana.org/DocumentCenter/View/29312/Southwest-Industrial-Specific-Plan---Combined-Document>

Southwest Industrial Park Specific Plan Environmental Impact Report. Accessed: 9 January 2023.

<https://www.fontana.org/DocumentCenter/View/36382/SWIP-Public-Review-Draft-Program-EIR>

5.11 Noise

5.11.1 INTRODUCTION

This Draft EIR section evaluates the potential noise impacts that would result from implementation of the proposed Project. It discusses the existing noise environment within and around the Project site, as well as the regulatory framework for regulation of noise. This section analyzes the effect of the proposed Project on the existing ambient noise environment during construction and operational activities; and evaluates the Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following City documents and reports prepared by LSA:

- *City of Fontana General Plan Update 2015-2035*, Adopted 13 November 2018
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report*, Certified 13 November 2018
- *Southwest Industrial Park Specific Plan*, Adopted 12 June 2012
- *Southwest Industrial Park (SWIP) Specific Plan Update and Annexation Public Review Draft Program Environmental Impact Report*, Certified 12 June 2012
- *City of Fontana Municipal Code*
- *Noise and Vibration Impact Analysis Poplar South Distribution Center Project*, LSA, January 2023 (LSA, 2022b), Appendix L

Noise and Vibration Terminology

Various noise descriptors are utilized in this Draft EIR analysis, and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dB(A): A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Leq: The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

Lmax: The instantaneous maximum noise level experienced during a given period of time.

Lmin: The instantaneous minimum noise level experienced during a given period of time.

Lx: The sound level that is equaled or exceeded "x" percent of a specified time period. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L50 and L90 represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

Ldn: Also termed the "day-night" average noise level (DNL), Ldn is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level, which, similar to the Ldn, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between

the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The “ambient noise level” is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3 dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and

the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.11.2 REGULATORY SETTING

5.11.2.1 Federal Regulations

There are no federal regulations concerning noise impacts that are applicable to the Project.

5.11.2.2 State Regulations

California Green Building Standards Code

The State of California's Green Building Standards Code (CALGreen) contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA Leq in occupied areas during any hour of operation (Section 5.507.4.2).

5.11.2.3 Local Regulations

Ontario International Airport, Airport Land Use Compatibility Plan

The Project site is located approximately 7 miles east of Ontario International Airport (ONT). The most recent *Ontario International Airport Land Use Compatibility Plan* (ONT ALUCP) was adopted on April 19, 2011 and establishes airspace protection zones, safety zones, noise impact zones, and recorded overflight notification zones for areas within the ONT Airport Influence Area. The Project site is located within the ONT Airport Influence Area according to Policy Map 2-1 and the 60–65 dBA CNEL airport noise impact zone consistent with Policy Map 2-3 of the ONT ALUCP.

City of Fontana General Plan Update 2015-2035

The City of Fontana has adopted a Noise and Safety Element of the General Plan to control and abate environmental noise, and to protect the citizens of Fontana from excessive exposure to noise. The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise and Safety Element identifies noise polices and implementation measures designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life.

The City of Fontana General Plan Update 2015-2035 contains the following policies related to noise that are applicable to the Project:

Goal 11.8 The City of Fontana protects sensitive land uses from excessive noise by diligent planning through 2035.

Policy

- Noise-tolerant land uses shall be guided into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors.
- Noise spillover or encroachment from commercial, industrial and educational land uses shall be minimized into adjoining residential neighborhoods or noise-sensitive uses.

Goal 11.9 The City of Fontana provides a diverse and efficiently operated ground transportation system that generates the minimum feasible noise on its residents through 2035.

Policies

- Roads shall be maintained such that the paving is in good condition and free of cracks, bumps, and potholes.
- Noise mitigation measures shall be included in the design of new roadway projects in the city.

Actions

- On-road trucking activities shall continue to be regulated in the City to ensure noise impacts are minimized, including the implementation of truck-routes based on traffic studies.
- Development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses shall provide appropriate mitigation measures.
- Noise mitigation practices shall be employed when designing all future streets and highways, and when improvements occur along existing highway segments.
- Explore the use of “quiet pavement” materials for street improvements.

Goal 11.10 Fontana’s residents are protected from the negative effects of “spillover” noise.

Policy

- Residential land uses and areas identified as noise-sensitive shall be protected from excessive noise from non-transportation sources including industrial, commercial, and residential activities and equipment.

Actions

- Projects located in commercial areas shall not exceed stationary- source noise standards at the property line of proximate residential or commercial uses.
- Industrial uses shall not exceed commercial or residential stationary source noise standards at the most proximate land uses.
- Non-transportation noise shall be considered in land use planning decisions.
- Construction shall be performed as quietly as feasible when performed in proximity to residential or other noise sensitive land uses.

City of Fontana Municipal Code

Section 30-543. The City of Fontana Municipal Code, Section 30-543, establishes the permissible noise level at any point on the property line of any affected residential receivers. The performance standards found in Section 30-453 limit the operational exterior noise level to 70 dBA L_{eq} during daytime hours (7:00 a.m. to 10:00 p.m.) and 65 dBA L_{eq} during nighttime house (10:00 p.m. to 7:00 a.m.), as shown on Table 5.11-1.

Table 5.11-1: Operational Noise Standards

Jurisdiction	Land Use	Time Period	Noise Level Standard (dBA)
City of Fontana	Residential ¹	Daytime (7:00 a.m. - 10:00 p.m.)	70 dBA L_{eq}
		Nighttime (10:00 p.m. - 7:00 a.m.)	65 dBA L_{eq}

¹ City of Fontana Municipal Code, Section 30-453

Section 18-63. The City of Fontana Municipal Code, Section 18-63(b)(7), identifies the City’s construction noise standards and permitted hours of construction activity. According to Municipal Code Section 18-63(b)(7), construction or repairing of buildings or structures is limited to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays except in the case of urgent necessity. However, if activity occurs outside of these hours, the City of Fontana stationary-source (operational) noise level standards of 70 dBA L_{eq} during the daytime hours and 65 dBA L_{eq} during the nighttime hours, as measured at the property line of any residentially zoned property, would apply.

Construction Standards

Though the City does not have daytime construction noise level limits for activities that occur with the specified hours of Section 18-63(b)(7), to determine potential CEQA noise impacts, construction noise was assessed using criteria from the Federal Transit Administration’s (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) (FTA Manual). Table 5.11-2 shows the FTA’s Detailed Assessment Construction Noise Criteria.

Table 5.11-2: Construction Noise Standards

Land Use	Daytime 1-hour L_{eq} (dBA)
Residential	80
Commercial	85
Industrial	90

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

Vibration Standards

The City of Fontana does not identify specific vibration level standards. Therefore, for analysis purposes, the Federal Transit Administration’s (FTA) *Transit Noise and Vibration Impact Assessment Manual*, vibration damage thresholds are used in this noise study to assess potential temporary construction-related impacts at adjacent building locations. FTA guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV.

5.11.3 ENVIRONMENTAL SETTING

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, which are shown in Figure 5.11-1. The noise level measurements were positioned as close to the Project site as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with surface streets. A description of these locations and the existing noise levels are provided in Table 5.11-3.

Table 5.11-3: Summary of 24-Hour Ambient Noise Level Measurements

Location		Daytime Noise Levels ¹ (dBA L _{eq})	Evening Noise Levels ² (dBA L _{eq})	Nighttime Noise Levels ³ (dBA L _{eq})	Daily Noise Levels (dBA CNEL)
LT-1	11053 Catawba Ave., on a power line pole approximately 25 feet east of Catawba Ave. centerline and 40 feet from the east boundary of the Project	57.0–64.7	56.9–59.2	49.9–60.9	65.0
LT-2	On a tree near southeast corner of Catawba Ave. and Jurupa Ave. intersection, approximately 100 feet away from Jurupa Ave. centerline	65.9–69.2	63.9–65.9	58.1–65.5	69.8

Source: Compiled by LSA (2023).

Note: Noise measurements were conducted from April 25 to April 26, 2022, starting at 11:00 a.m.

¹ Daytime Noise Levels = noise levels during the hours from 7:00 a.m. to 7:00 p.m.

² Evening Noise Levels = noise levels during the hours from 7:00 p.m. to 10:00 p.m.

³ Nighttime Noise Levels = noise levels during the hours from 10:00 p.m. to 7:00 a.m.

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

L_{eq} = equivalent continuous sound level

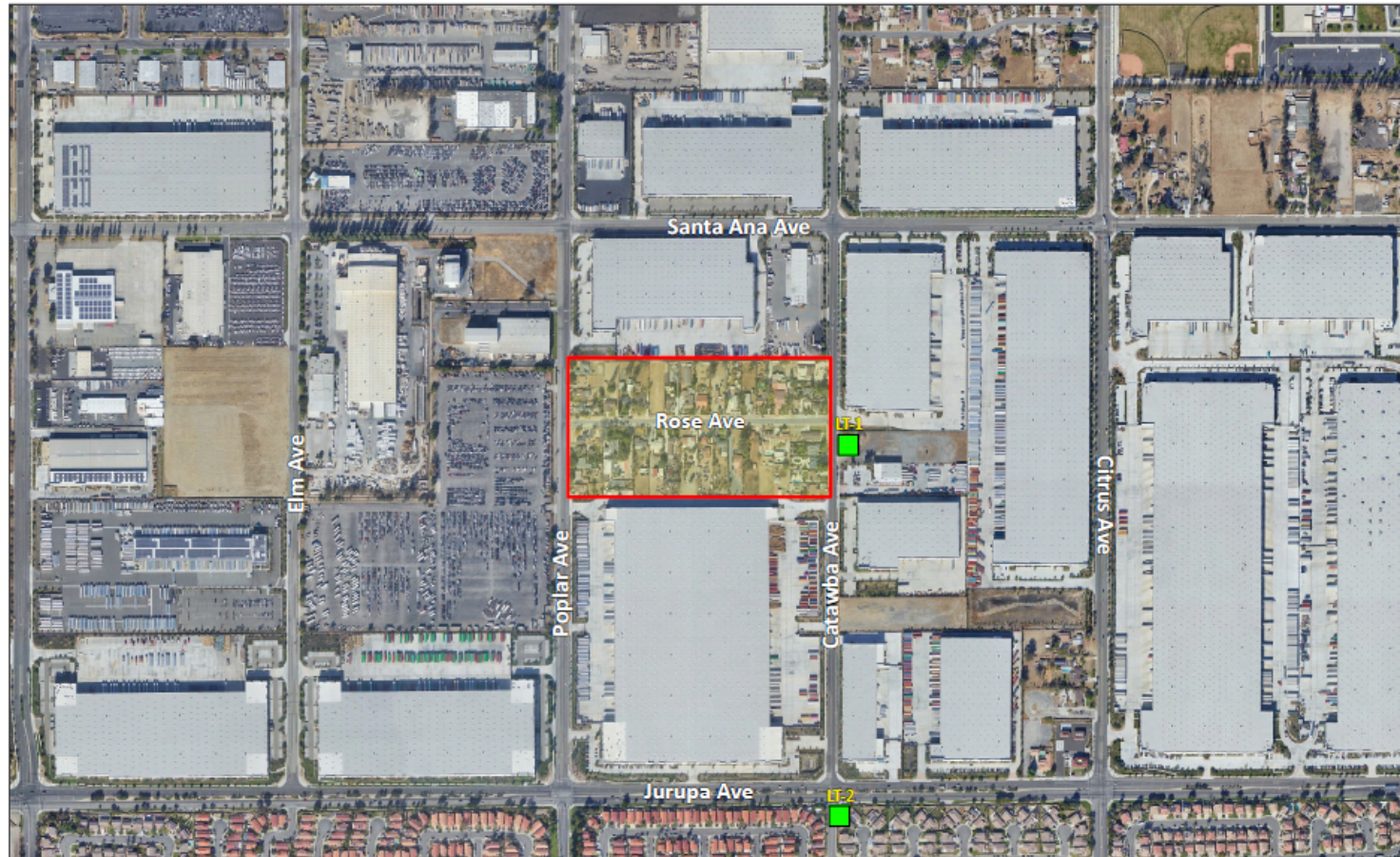
Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

Existing Airport Noise

The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found on Policy Map 2-3 of the ONT ALUCP. As shown on Figure 5.11-2, the Project site is located within the 60-65 dBA CNEL noise level contour boundaries. Industrial land uses are considered *normally compatible land use* within the 60-65 dBA CNEL noise contour boundaries.

Noise Measurement Locations



LSA



0 250 500
FEET

SOURCE: Google Earth 2022

LEGEND

 Project Location


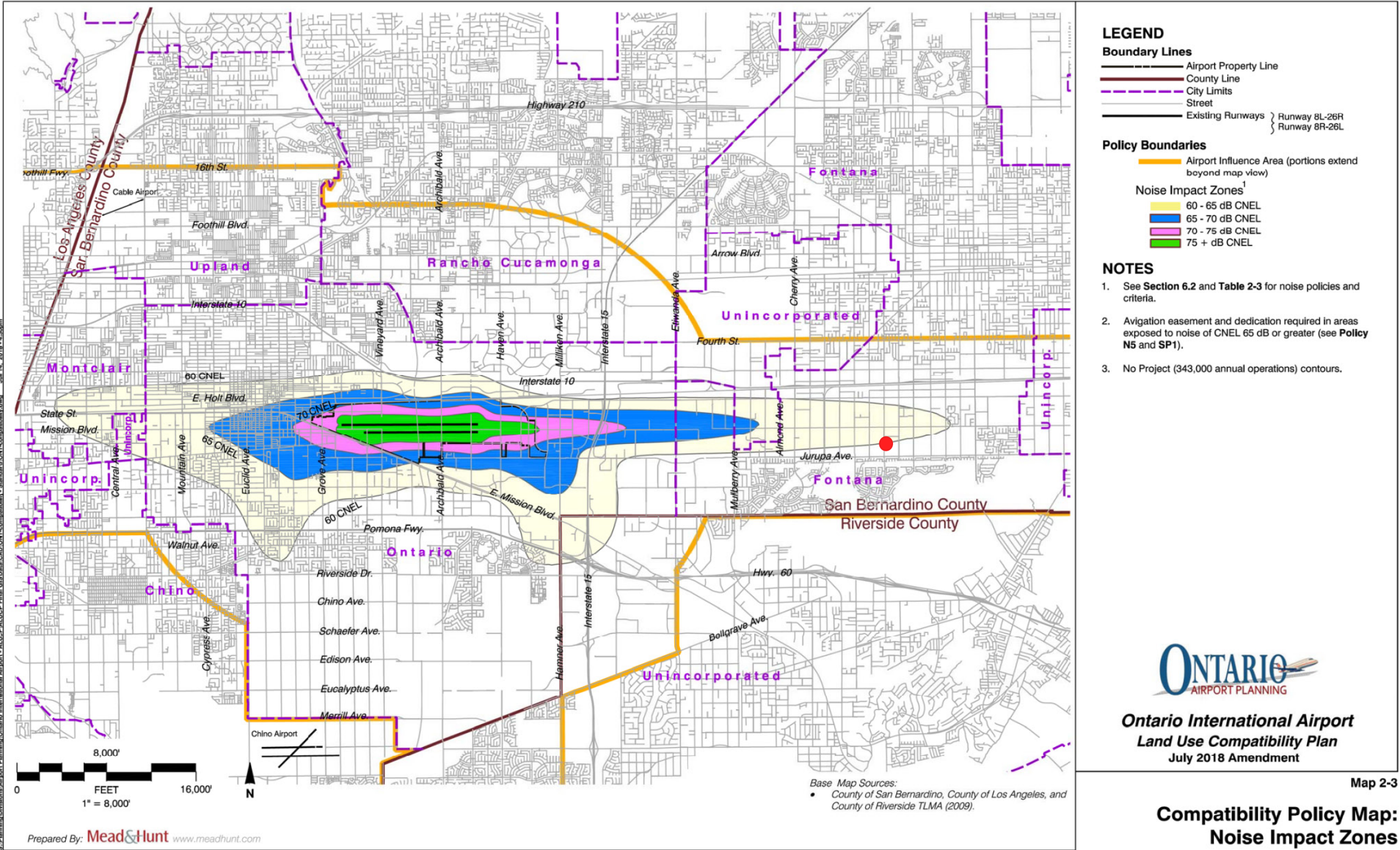
 M-1 Long-term Noise Monitoring Location

FIGURE 3

Poplar South Distribution Center
Noise Monitoring Locations

This page is intentionally left blank.

Ontario Airport Noise Contours



● Project Site



This page is intentionally left blank.

Sensitive Receivers

Noise sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. The closest sensitive receptors to the Project site are residential uses such as single-family homes located approximately 1,325 feet northeast of the Project northern boundary, south of Tyrol Drive, and single-family homes located approximately 1,500 feet south of the Project boundary line, south of Jurupa Avenue. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- NOI-2 Generate excessive groundborne vibration or groundborne noise levels;
- NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Construction Noise and Vibration Thresholds

- A significant construction noise and vibration impact could occur if Project related construction activities:
 - Occur between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or 5:00 p.m. and 8:00 a.m. on Saturdays, or on Sundays or federal holidays (Fontana Municipal Code Section 18-63(b)(7)); or
 - Create noise levels which exceed the FTA's 80 dBA Leq acceptable noise level threshold at the nearby sensitive receiver locations or 90 dBA Leq acceptable noise level threshold at nearby industrial receiver locations;
- If Project-related construction activities generate vibration levels which exceed the FTA Transit Noise and Vibration Impact Assessment Manual vibration threshold of 0.2 PPV in/sec at nearby buildings.

Off-Site Traffic Noise Thresholds

Off-site traffic noise refers to off-site noise generated as a result of Project related traffic. The City of Fontana has not established noise standards for traffic-related noise; therefore, for purposes of this CEQA analysis, standards from the Federal Interagency Committee on Noise (FICON) are used as a threshold to evaluate the significance of Project-related traffic noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative exposure metrics, such as the average-daily noise level (i.e., CNEL). The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. For example, if the ambient noise environment is very quiet and a new noise source substantially increases localized noise levels, a perceived impact may occur even though the numerical noise threshold might not be exceeded. Therefore, for the purpose of this

analysis a significant impact could occur when the noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.):

- Are less than 60 dBA CNEL and the Project creates a *readily perceptible* 5 dBA CNEL or greater project-related noise level increase; or
- Range from 60 to 65 dBA CNEL and the Project creates a *barely perceptible* 3 dBA CNEL or greater project-related noise level increase; or
- Already exceeds 65 dBA CNEL, and the Project creates a community noise level impact of greater than 1.5 dBA CNEL.

When the noise levels at existing and future non-sensitive land uses (e.g., industrial, etc):

- Already exceeds 70 dBA CNEL, and the Project creates a *barely perceptible* 3 dBA CNEL or greater project-related noise level increase.

Operational Noise Thresholds

Operational noise refers to noise generated at the Project site as a result of Project onsite operations. A significant impact related to operational noise could occur if the Project meets the following criteria:

- If Project related operational noise levels:
 - exceed the exterior 70 dBA L_{eq} daytime or 65 dBA L_{eq} nighttime noise level standards at nearby sensitive residential receiver locations (Fontana Municipal Code, Section 30-543).
- If the existing ambient noise levels at the nearby noise-sensitive receivers:
 - are less than 60 dBA L_{eq} and the Project creates a *readily perceptible* 5 dBA L_{eq} or greater Project-related noise level increase; or
 - range from 60 to 65 dBA L_{eq} and the Project creates a *barely perceptible* 3 dBA L_{eq} or greater Project-related noise level increase; or
 - already exceed 65 dBA L_{eq} , and the Project creates a community noise level increase of greater than 1.5 dBA L_{eq} .

5.11.5 METHODOLOGY

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the proposed Project were combined with the existing ambient noise level measurements at the sensitive receiver locations. The City's Municipal Code limits construction hours to reduce noise and establishes a numeric maximum acceptable construction source noise levels threshold at potentially affected receivers, which allows for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential land use. The construction noise levels are compared against the FTA's threshold to assess the level of significance associated with temporary construction noise level impacts.

Operational Noise

The primary source of noise associated with the operation of the proposed Project would be from vehicular and truck trips. As detailed in Section 5.14, *Transportation*, the proposed Project is anticipated to generate approximately 300 new daily trips, 10 new a.m. peak hour trips and 10 new p.m. peak hour trips. Due to the small increase in trips associated with the Project, the increase in noise levels generated by the

vehicular/truck trips have been qualitatively estimated and compared to the applicable noise standards and thresholds of significance listed previously.

Secondary sources of noise would include new stationary sources loading dock, truck movement, parking and noise from heating, ventilation, and air conditioning units utilized by the new buildings on the Project site. The increase in noise levels generated by these activities have been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Project site. The potential ground-borne vibration levels resulting from construction activities occurring from the proposed Project were estimated by data published by the Federal Transit Administration (FTA). Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously.

5.11.6 ENVIRONMENTAL IMPACTS

IMPACT NOI-1: WOULD THE PROJECT RESULT IN 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?

Construction

Less than Significant Impact. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction activities for the Project include demolition, grading and excavation, site preparation, building construction, landscape installation, paving, and architectural coatings.. Noise levels generated by heavy construction equipment range from approximately 73 dBA Lmax to 95 dBA Lmax at 50 feet from the noise source, as shown on Table 5.11-4.

Table 5.11-4: Construction Reference Noise Levels

Equipment Description	Acoustical Usage Factor (%)¹	Maximum Noise Level (L_{max}) at 50 Feet²
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77

Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Source: FHWA Roadway Construction Noise Model User's Guide, Table 1 (FHWA 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

- ¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
- ² Maximum noise levels were developed based on Specification 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.

FHWA = Federal Highway Administration

L_{max} = maximum instantaneous sound level

Per Fontana Municipal Code Section 18-63(b)(7), noise sources associated with construction activities are exempt from the City's established noise standards as long as the activities do not take place between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or 5:00 p.m. and 8:00 a.m. on Saturdays, or on Sundays or federal holidays. The proposed Project's construction activities would occur pursuant to these regulations (PPP NOI-1). Thus, the construction activities would be in compliance with the City's construction-related noise standards.

Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators.

As shown on Table 5.11-5, construction noise from the Project at the nearby receiver locations would range from 56.0 to 70.00 dBA Leq. As detailed in Tables 5.11-6, the construction activities would not exceed the FTA's 80 dBA L_{max} daytime construction noise level threshold at sensitive receptor locations or the FTA's 90 dBA Leq acceptable noise level threshold at nearby industrial receiver locations. Therefore, impacts related to construction noise would be less than significant.

Table 5.11-5: Construction Noise Levels at Receptor Locations

Receptor (Location)	Composite Noise Level (dBA L _{eq}) at 50 feet ¹	Distance (feet) ²	Composite Noise Level (dBA L _{eq})
Industrial Uses (South)	88	400	70
Industrial Uses (North)		525	67
Industrial Uses (East)		740	64
Industrial Uses (West)		800	64
Residence (South)		1,860	56
Residence (Northeast)		1,940	56

Source: Compiled by LSA (2023).

¹ The composite construction noise level represents the site preparation phase which is expected to result in the greatest noise level as compared to other phases.

² The distances are measured from the nearest sensitive receptor to the center of construction activities.

dBA L_{eq} = average A-weighted hourly noise level

Table 5.11-6: Construction Noise Level Compliance

Receptor (Location)	Composite Noise Level (dBA L _{eq})	Threshold (dBA L _{eq})	Threshold Exceeded?
Industrial Uses (South)	70	90	No
Industrial Uses (North)	67	90	No

Receptor (Location)	Composite Noise Level (dBA L _{eq})	Threshold (dBA L _{eq})	Threshold Exceeded?
Industrial Uses (East)	64	90	No
Industrial Uses (West)	64	90	No
Residence (South)	56	80	No
Residence (Northeast)	56	80	No

Source: LSA (2023).

Operation

Less than Significant Impact. To present the potential worst-case noise conditions, this analysis assumes the proposed warehouse building would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the business operations of the proposed Project would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The onsite industrial use-related noise sources are expected to include: loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, and trash enclosure activity. As described previously, there are no sensitive receivers within 1,000 feet of the Project site.

Using the following assumptions, the Noise Impact Analysis calculated the operational source noise levels that would be generated by the proposed Project and the resulting noise level increases that would be experienced at the closest sensitive receptor locations.

To provide a conservative analysis regarding onsite operational noise, it is assumed that Project operations would occur equally during all hours of the day and that half of the 42 loading docks would be active at all times. Additionally, it is assumed that within any given hour, 21 heavy trucks would maneuver to park near or back into one of the proposed loading docks.

During truck delivery operations, delivery trucks would arrive on the Project site and maneuver their trailers to be parked within the loading docks. During this process, noise would be generated from the truck engine, air brakes, and back-up alarms while the truck is backing into the dock. These noise levels would occur for a shorter period of time (less than 5 minutes). After a truck enters the loading dock, the doors would be closed, and the remainder of the truck loading activities would be enclosed and therefore much less perceptible. To present a conservative assessment, it is assumed that truck arrivals and departure activities could occur at 21 docks for a period of less than 5 minutes each and unloading activities could occur at 21 docks simultaneously for a period of more than 30 minutes in a given hour. According to the Noise Impact Analysis, noise levels generated by delivery trucks, as well as by truck loading and unloading activities, would generate a noise level of 75 dBA Leq at 20 feet (LSA 2023).

Additionally, the Project would include various rooftop mechanical equipment including HVAC units on the proposed building. To be conservative, it is assumed the Project would have eight rooftop HVAC units that would operate 24 hours per day and would generate sound power levels (SPL) of up to 76 dBA SPL or 63 dBA Leq at a distance of 5 feet¹.

Operational Noise Standard Compliance

Tables 5.11-7 and 5.11-8 show the combined hourly noise levels generated by Project operations, including HVAC equipment and truck delivery activities. Table 5.11-7 shows that the daytime hourly noise levels at the off-site sensitive receiver locations are expected to range from 26.3 to 42.6 dBA Leq. Thus, these noise levels would remain below the City’s exterior daytime noise standard of 70 dBA Leq.

¹ These sound levels were generated based on manufacturer data from Allied Commercial’s KHB – K-Series Rooftop Units Standard and High Efficiency – 50 Hz Product Specifications (2019).

Table 5.11-7: Daytime Operational Noise Levels

Receptor	Direction	Existing Quietest Daytime Noise Level (dBA Leq)	Project Generated Noise Levels (dBA Leq)	Potential Operational Noise Impact? ¹
Residential (15876 Del Obispo Road)	South	65.9	42.6	No
Residential (15917 Tyrol Drive)	Northeast	57.0	26.3	No

Source: Compiled by LSA (2023).

¹ A potential operational noise impact would occur if (1) the quietest daytime ambient hour is less than 70 dBA Leq and project noise impacts are greater than 70 dBA Leq, OR (2) the quietest daytime ambient hour is greater than 70 dBA Leq and project noise impacts are 3 dBA greater than the quietest daytime ambient hour.

dBA = A-weighted decibels

Leq = equivalent noise level

Table 5.11-8 shows the operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the sensitive receptor locations would range from 26.3 to 42.6 dBA Leq. Thus, these noise levels would remain below the City’s exterior nighttime noise standard of 65 dBA Leq.

Table 5.11-8: Nighttime Operational Noise Levels

Receptor	Direction	Existing Quietest Nighttime Noise Level (dBA Leq)	Project Generated Noise Levels (dBA Leq)	Potential Operational Noise Impact? ¹
Residential (15876 Del Obispo Road)	South	58.1	42.6	No
Residential (15917 Tyrol Drive)	Northeast	49.9	26.3	No

Source: Compiled by LSA (2023).

¹ A potential operational noise impact would occur if (1) the quietest nighttime ambient hour is less than 65 dBA Leq and project noise impacts are greater than 65 dBA Leq, OR (2) the quietest nighttime ambient hour is greater than 65 dBA Leq and project noise impacts are 3 dBA greater than the quietest nighttime ambient hour.

dBA = A-weighted decibels

Leq = equivalent noise level

As shown in Tables 5.11-7 and 5.11-8, these operational noise levels would not exceed the City’s exterior noise level standards at all nearby sensitive receiver locations. Thus, operational impacts from the proposed Project would be less than significant.

Operational Noise Level Increases

To evaluate if noise from operation of the proposed Project would result in a substantial increase in ambient noise levels, operational noise levels were compared to the existing ambient noise levels measurements at the nearby receiver locations. A significant impact related to increases in ambient noise levels could occur if Project operations generated a noise level that exceeded the existing ambient noise levels by 3 dBA or more or exceed the City’s thresholds. As shown in Tables 5.11-7 and 5.11-8, the daytime and nighttime hourly noise levels generated by Project operations at the sensitive receptor locations would range from 26.3 to 42.6 dBA Leq. Thus, the Project generated noise level would be more than 10 dBA below existing ambient noise levels and would not exceed the City’s exterior daytime noise standard of 70 dBA Leq and nighttime noise standard of 65 dBA Leq. Therefore, the proposed Project would not result in a quantifiable noise level increase and impacts would be less than significant.

Off-Site Traffic Noise

Less than Significant Impact. The proposed Project would generate traffic-related noise from operation. As described in Section 3.0, *Project Description*, the proposed Project would be accessed from Catawba Avenue and Poplar Avenue. The proposed Project would generate a net of 300 daily trips with an even distribution between Catawba Avenue and Poplar Avenue. The existing (2016) average daily trips on Catawba Avenue and Poplar Avenue are 600 and 2,100, respectively (City of Fontana General Plan Community Mobility and Circulation Element 2018). While the current traffic volumes on the adjacent street segments are likely higher, using the 2016 volumes would be considered conservative in estimating potential Project traffic noise increases from the existing noise setting. According to the Noise Impact Analysis, an increase of approximately 1.0 dBA CNEL and 0.3 dBA CNEL is expected along Catawba Avenue and Poplar Avenue, respectively (LSA, 2023). As discussed above, a noise level increase of 1 dBA would not be perceived and an a noise level increase of 3 dBA would be barely perceptible to the human ear in an outdoor environment. Therefore, the traffic noise increase in the vicinity of the Project site resulting from the proposed Project would be less than significant.

IMPACT NOI-2: WOULD THE PROJECT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Construction

Less than Significant Impact. Construction activities for development of the Project would include excavation, and grading activities, which have the potential to generate low levels of groundborne vibration. People working in close proximity to the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

Excavation and grading activities are required for implementation of the Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet, as shown in Table 5.11-9.

Table 5.11-9: Vibration Source Levels for Construction Equipment

Equipment	Reference PPV/Lv at 25 ft	
	PPV (in/sec)	Lv (VdB) ¹
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer²	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks²	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

¹ RMS vibration velocity in decibels (VdB) is 1 μ in/sec.

² Equipment shown in **bold** is expected to be used on site.

μ in/sec = microinches per second

ft = foot/feet

FTA = Federal Transit Administration

in/sec = inch/inches per second

Lv = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

Table 5.11-10 presents the expected Project related vibration levels at the adjacent receiver locations. At industrial buildings adjacent to the Project site, construction vibration levels are estimated at 0.000 in/sec PPV and would not exceed the FTA’s most stringent threshold of 0.2 in/sec PPV threshold at any receiver locations. Other building structures surrounding the project site are farther away and would experience further reduced vibration. Therefore, impacts related to construction vibration would be less than significant.

Table 5.11-10: Construction Vibration Levels

Land Use	Direction	Equipment	Reference Vibration Level (VdB) at 25 ft	Reference Vibration Level (PPV) at 25 ft	Distance (ft) ¹	Maximum Vibration Level (VdB)	Maximum Vibration Level (PPV)
Industrial	South	Large Bulldozers	87	0.089	55	77	0.027
Industrial	East				75	73	0.017
Industrial	West				110	68	0.010
Industrial	North				140	65	0.007

Source: Compiled by LSA (2022).

¹ Distances reflect the closest single-family residence to the construction equipment in each direction. All other homes in a given direction would experience lower vibration levels.

ft = foot/feet

FTA = Federal Transit Administration

in/sec = inch/inches per second

PPV = peak particle velocity

VdB = vibration velocity decibels

Operation

Less than Significant Impact. Operation of the proposed high-cube fulfillment center and general light industrial buildings would include heavy trucks for loading dock activities, deliveries, and moving trucks, and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for heavy truck activity at normal traffic speeds would be approximately 0.006 in/sec PPV, based on the FTA’s *Transit Noise Impact and Vibration Assessment*. Truck movements onsite and on Catawba Avenue and Poplar Avenue would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receivers would be less than FTA’s vibration standard of 0.2 in/sec PPV, and therefore, would be less than significant.

IMPACT NOI-3: FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

Less than Significant Impact. The Project site is located approximately 7 miles east of Ontario International Airport (ONT). The Project site is located within the ONT Airport Influence Area according to Policy Map 2-1 and the 60–65 dBA CNEL airport noise impact zone consistent with Policy Map 2-3 of the ONT ALUCP. According to Table 2-3 of the ONT ALUCP, industrial land uses within the 60–65 dBA CNEL noise level contours of ONT, such as the Project, are considered *normally compatible land use* and must reduce interior noise levels to 50 dBA CNEL. Standard building construction practices required under the CALGreen typically provide up to 25 dBA CNEL of attenuation. With respect to noise generated by the ONT facilities and activities, application of standard CALGreen construction practices during construction of the Project would yield acceptable Project interior noise levels of approximately 40 dBA CNEL (LSA, 2023). Thus, implementation and development of the Project would not result in a safety hazard or exposure to excessive noise for people residing or working in the area, and impacts would be less than significant.

5.11.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the Project area (as shown on Figure 5-1, *Cumulative Projects*). As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Project to result in cumulative noise impacts. Therefore, the cumulative study area for noise impacts is the general vicinity of the Project site.

As discussed above in Section 5.11.6 of this Chapter, the Project would result in less than significant impacts related to construction noise, construction vibration, operational noise, operational vibration, and airport noise. Development of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise. Development of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, each of the related projects would be subject to the operational noise standards established in Section 30-543 of the City's Municipal Code, which establishes the allowable exterior noise standards for various types of land uses in the City. In addition, Section 18-63(b)(7) of the City's Municipal Code allows for construction activities to be exempt from the noise standards set forth in Section 30-543 of the City's Municipal Code as long as these activities take place between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays (PPP NOI-1).

Construction noise is localized in nature and decreases substantially with distance. Consequently, in order to achieve a cumulatively significant increase in construction noise levels, more than one source emitting high levels of construction noise would need to be in close proximity to the proposed Project. The nearest development projects to the Project site include Administrative Site Plan No. 19-017 (Sunshine Parking), which is located directly across Poplar Avenue from the Project site, Cumulative Project No. 35 (James Hardie Development), located approximately 300 feet northwest of the Project site, and Cumulative Project No. 37 (First Industrial Catawba Warehouse), which is located approximately 500 feet southeast of the Project site (see Figure 5-1 b, *Cumulative Projects Map*). The project associated with Administrative Site Plan No. 19-017 is currently under construction; and would be operational and no longer under construction during construction of the proposed Project. Thus, it is not considered in the Project's cumulative construction noise analysis.

As discussed above, the Project site and the projects that are associated with Cumulative Project No. 35 and No. 37 are located in an area dominated by industrial development. Further, the distance from construction activities to nearby sensitive receptors is greater than 1,000 feet. Construction activities associated with the cumulative projects could overlap with the construction of the proposed Project. However, cumulative noise increases due to construction would be temporary and localized to the immediately surrounding industrial area. As discussed throughout this section, construction noise from the proposed Project at the nearby receptor locations would range from 56.0 to 70.0 dBA Leq, which is comparable to the existing ambient noise levels ranging between 65.5 dBA Leq during nighttime and 69.2 dBA Leq during daytime. Therefore, while construction noise levels from the Project and the nearby cumulative projects have the potential to combine, these combined noise levels would not expose sensitive receivers to cumulatively considerable construction noise levels. Thus, construction noise levels from the projects would not combine to become cumulatively considerable, and cumulative noise impacts associated with construction activities would be less than significant.

Cumulative construction could also result in the exposure of people to or the generation of excessive groundborne vibration. As described above, the nearest related project to the proposed Project is currently under construction, and no overlap of construction activities would occur. Cumulative Project No. 35 is

located approximately 300 feet from the Project site and Cumulative Project No. 37 is located approximately 500 feet from the Project site. According to the Noise Impact Analysis, structures greater than 20 feet from the roadways which contain Project trips would experience vibration levels below 0.12 in/sec PPV. Therefore, roadway vibration at nearby sensitive receivers, which are located greater than 1,000 feet away, would be less than FTA's vibration standard of 0.2 in/sec PPV, and therefore, would be less than significant. Thus, due to the distance to other projects that are farther from the site, and the rapid attenuation of groundborne vibration, the proposed Project would not result in vibration that could combine with other development projects. Thus, the Project would not contribute to cumulative vibration impacts and impacts would be less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Project and related projects within the study area. As discussed above in Threshold NOI-1, the existing (2016) average daily trips on Catawba Avenue and Poplar Avenue are 600 and 2,100, respectively (City of Fontana General Plan Community Mobility and Circulation Element 2018). As discussed, the Project would contribute a net of 300 daily trips, split between Catawba Avenue and Poplar Avenue. Based on the size of cumulative projects within the nearby vicinity of the Project, these cumulative projects would add limited additional trips to Catawba Avenue and Poplar Avenue. Therefore, the cumulative development along Catawba Avenue and Poplar Avenue would not result in a doubling of roadway volumes, which would in turn result in a cumulative noise level increase of less than 3 dBA. Therefore, the Project would not contribute to cumulatively considerable traffic noise impacts and impacts would be less than significant.

5.11.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Code of Regulations, Title 24

Plans, Programs, or Policies (PPPs)

PPP NOI-1: Construction Noise. As required by Fontana Municipal Code Section 18-63(b)(7), construction activities shall only take place between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. Construction activities conducted outside of these hours would require previous approval from the City of Fontana.

5.11.9 PROJECT DESIGN FEATURES

None.

5.11.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts related to Impact NOI-1, Impact NOI-2, and NOI-3 would be less than significant.

5.11.11 MITIGATION MEASURES

None.

5.11.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Impact NOI-1, Impact NOI-2, and NOI-3 would be less than significant.

REFERENCES

City of Fontana. General Plan Update 2015-2035 Noise and Safety Element. 13 November 2018. Accessed from: <https://www.fontana.org/DocumentCenter/View/26750/Chapter-11---Noise-and-Safety>

City of Fontana. General Plan Update 2015-2035 Environmental Impact Report. 13 November 2018. Accessed from: <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

Southwest Industrial Park Specific Plan. 12 June 2012. Accessed from: <https://www.fontana.org/DocumentCenter/View/29312/Southwest-Industrial-Specific-Plan---Combined-Document>

Southwest Industrial Park (SWIP) Specific Plan Update and Annexation Public Review Draft Program Environmental Impact Report. 12 June 2012. Accessed from: <https://www.fontana.org/DocumentCenter/View/36382/SWIP-Public-Review-Draft-Program-EIR>

City of Fontana. Municipal Code. Accessed from: https://library.municode.com/ca/fontana/codes/code_of_ordinances?nodeId=CO_CH9ENPREEX_ARTVINCOCESUST_S9-71BUSCADUS

California Department of Transportation. Transportation and Construction Vibration Guidance Manual. April 2020.

Environmental Protection Agency Office of Noise Abatement and Control. 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. EPA/ONAC 550/9/74-004. Accessed: <https://nepis.epa.gov/Exe/ZyPDF.cgi/2000L3LN.PDF?Dockey=2000L3LN.PDF>

Federal Transit Administration Transit Noise and Vibration Impact Assessment, May 2006. Accessed: https://docs.vcrma.org/images/pdf/planning/ceqa/FTA_Noise_and_Vibration_Manual.pdf

Ontario International Airport – Inter Agency Collaborative. Ontario International Airport Land Use Compatibility Plan. 19 April 2011. Accessed from: <https://www.ont-iac.com/airport-land-use-compatibility-plan/>

United States Department of Housing and Urban Development (HUD), The Noise Guidebook, February 2009. Accessed at: <https://www.hudexchange.info/resource/313/hud-noise-guidebook/>

LSA. “Noise and Vibration Impact Analysis Poplar South Distribution Center Project.” January 2023. Appendix L

5.12 Population and Housing

5.12.1 INTRODUCTION

This section examines the existing population, housing, and employment conditions in the City of Fontana and assesses the Project's impacts on regional growth and potential displacement of people and housing. The demographic data and analysis in this section is based, in part, on the following documents and resources:

- *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, SCAG, September 2020
- *Local Profiles Report 2019, Profile of the City of Fontana*, SCAG, May 2019
- *City of Fontana General Plan Update 2015-2035*, Adopted November 2018
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report*, Certified November 2018
- *City of Fontana Code of Ordinances*

Although evaluation of population, housing, and employment typically involves economic and social, rather than physical environmental issues, population, housing, and employment growth are often precursors to physical environmental impacts. According to Section 15382 of the CEQA Guidelines, “[a]n economic or social change by itself shall not be considered a significant impact on the environment.” Socioeconomic characteristics should be considered in an EIR only to the extent that they create adverse impacts on the physical environment.

5.12.2 REGULATORY SETTING

5.12.2.1 Federal Regulations

No federal laws, regulations, or executive orders apply to the Project.

5.12.2.2 State Regulations

Housing Crisis Act of 2019 - Senate Bill 330 (SB 330)

Commonly known as Senate Bill 330 (Chapter 654, Statutes of 2019), this law was passed to respond to the California housing crisis. Effective January 1, 2020, and slated to sunset on January 1, 2025, SB 330 aims to increase residential unit development, protect existing housing inventory, and expedite permit processing. This law makes a number of modifications to existing legislation, such as the Permit Streamlining Act and the Housing Accountability Act and institutes the Housing Crisis Act of 2019. Under this legislation, municipal and county agencies are restricted in ordinances and polices that can be applied to residential development.

While many of SB 330's provisions (including those related to vested rights and permit streamlining) apply to all cities and counties, the restrictions on local actions contained in Government Code Section 66300 apply only in "affected" cities and counties as defined by the HCD. In the case of counties, it is areas within counties and not necessarily an entire county that is affected. Fontana is considered an affected city, as defined by Government Code Section 66300.

Government Code Section 65863 (No Net Loss Law)

The purpose of Government Code Section 65863 (No Net Loss Law), is to ensure development opportunities remain available throughout the planning period to accommodate a jurisdiction's regional housing need allocation (RHNA), especially for lower- and moderate- income households. A jurisdiction may not take any action to reduce a parcel's residential density unless it makes findings that the remaining sites identified in its Housing Element sites inventory can accommodate the jurisdiction's remaining unmet RHNA by each income category, or if it identifies additional sites so that there is no net loss of residential unit capacity.

Regional Housing Needs Assessment (RHNA)

State Housing Law (California Government Code Article 10.6, Sections 65580-65590) mandates that local governments through Councils of Governments (COGs) identify existing and future housing needs in a Regional Housing Needs Assessment (RHNA). The RHNA is used in land use planning, for prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth. The City of Fontana addresses RHNA through its Housing Element as part of the General Plan. The RHNA prepared by SCAG projects Fontana's share of regional housing need for 2021-2029 as 17,519 new housing units, including:

- 5,109 units affordable to very low-income households
- 2,950 units affordable to low-income
- 3,035 units affordable to moderate-income
- 6,425 units affordable to above-moderate income

The 2021-2029 Housing Element found that the City has the ability to meet the 17,519 RHNA allocation in full capacity with a substantial buffer. The Project site is not identified within the Housing Element as a RHNA site.

5.1 2.2.3 Regional/Local Regulations**City of Fontana General Plan 2015-2035**

The current state-approved City of Fontana General Plan Housing Element (2021-2029) was approved and adopted by the City Council on February 8, 2022. Since 1969, California has required that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community through the adoption of a Housing Element in their respective General Plans. The state-approved 2021-2029 Housing Element is organized into four sections: 1) introduction and statutory background; 2) community profile; 3) housing constraints and resources; and 4) a housing plan to address the City's identified housing needs.

City of Fontana Ordinance No. 1906 - SB 330 No Net Loss Program

On October 11, 2022, the City of Fontana adopted an ordinance referred to as the "No Net Loss Program" that establishes a program for residential replacement units in order to meet the requirements of SB 330. Rather than rezoning or upzoning an alternative site to ensure no net loss in residential capacity, the "No Net Loss Program" provides that concurrent with the approval of any change in zone from a residential use to a less intensive or non-residential use, replacement units in the form of a density bonus will become available to project applicants subsequently seeking to develop property for residential use within the City.

5.12.3 ENVIRONMENTAL SETTING

The Project site contains 41 parcels, 40 of which are currently developed single-family residences and associated structures (40 total single family residential units). The Project site has a General Plan land use designation of Residential Trucking (R-T) and a zoning designation of Specific Plan (SP). The Project site is within the Slover East Industrial District (SED) of the Slover West Industrial Park Specific Plan (SWIP). Within the SWIP, the Project site is designated as Residential Trucking District (RTD).

The proposed Project would include a General Plan Amendment (GPA) to change the land use designation from R-T to General Industrial (I-G) and a Specific Plan Amendment (SPA) to change the SWIP designation from RTD to SED. The SED is intended to provide opportunities for light and heavy manufacturing activities that are supported by trucking routes and the existing rail spur in addition to the continued use and expansion of existing industrial, distribution and logistics-based warehousing developments, and strategically located service commercial facilities. Permitted uses within the SED include but are not limited to warehousing facilities, logistics and distribution facilities, and general manufacturing.

Population

According to SCAG’s 2020-2045 RTP/SCS, the population of Fontana is anticipated to increase from 211,000 persons in 2016 to 286,700 persons in 2045, an increase in 75,700 persons (Table 5.12-1). This represents a 36 percent increase between 2016 and 2045. Assuming the City of Fontana’s population increased at a consistent rate between 2016 and 2045, the City would add approximately 2,610 persons per year. Comparatively, the entire population of San Bernardino County is anticipated to increase from 2,141,000 persons in 2016 to 2,815,000 persons in 2045, an increase in 674,000 persons. This represents a 31 percent increase. Assuming the County’s population increased at a consistent rate between 2016 and 2045, the County would add approximately 32,241 persons per year.

Table 5.12-1: Population Trends in the City of Fontana

	2016	2045	2016 – 2045 Increase
City of Fontana	211,000	286,700	75,700 (36%)
San Bernardino County	2,141,000	2,815,000	674,000 (31%)

Source: SCAG 2020

Housing

According to SCAG’s 2020-2045 RTP/SCS, the City of Fontana is projected to add approximately 26,300 households by 2045 (Table 5.12-2). Assuming the City of Fontana adds to the housing stock at a consistent rate between 2016 and 2045, the City would add approximately 907 dwelling units per year. Comparatively, the County as a whole is expected to add approximately 245,000 households by 2045. Assuming the County added to the housing stock at a consistent rate between 2016 and 2045, the County would add approximately 8,448 dwelling units per year.

Table 5.12-2: Housing Trends in the City of Fontana

	2016	2045	2016 – 2045 Increase
City of Fontana	51,500	77,800	26,300 (51%)
San Bernardino County	630,000	875,000	245,000 (39%)

Source: SCAG 2020

Employment

According to SCAG’s 2020-2045 RTP/SCS, the City of Fontana is projected to add approximately 18,400 jobs between 2016 and 2045 (Table 5.12-3). This represents an increase of approximately 32 percent. Assuming the City of Fontana added employment opportunities at a consistent rate between 2016 and 2045, the City would add approximately 635 jobs per year. Comparatively, the entire County is projected to add approximately 273,000 jobs (or 35 percent) between 2016 and 2045. Assuming the entire County added employment opportunities at a consistent rate between 2016 and 2045, the County would add approximately 9,414 jobs per year.

Table 5.12-3: Employment Trends in the City of Fontana

	2016	2045	2016 – 2045 Increase
City of Fontana	56,700	75,100	18,400 (32%)
San Bernardino County	791,000	1,064,000	273,000 (35%)

Source: SCAG 2020

Jobs – Housing Ratio

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG’s regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced.... Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, job-housing balance would... assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

SCAG considers an area balanced when the jobs-housing ratio is 1.36; communities with more than 1.36 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.36 are “housing rich,” meaning that more housing is provided than employment opportunities in the area (SCAG 2004). A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting. Table 5.12-4 provides the projected jobs-to-housing ratios, based on SCAG’s 2020-2045 RTP/SCS, for the City.

Table 5.12-4: Jobs - Housing Trends in the City of Fontana

	Employment in 2016	Number of Dwelling Units in 2016	2016 Jobs to Housing Ratio	Employment in 2045	Number of Dwelling Units in 2045	2045 Jobs to Housing Ratio
City of Fontana	56,700	51,500	1.10	75,100	77,800	0.97
San Bernardino County	791,000	630,000	1.26	1,064,000	875,000	1.22

Source: SCAG 2020

As shown on Table 5.12-4, the projected 2045 jobs-to-housing ratio for the City of Fontana and San Bernardino County are 0.97 and 1.22, respectively; that is, both the City of Fontana and San Bernardino

County are housing-rich. Therefore, it is possible that residents in the City of Fontana commute to other incorporated cities or other counties for employment.

5.12.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of state CEQA Guidelines indicates that a project could have a significant effect if it were to:

- POP-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.12.5 METHODOLOGY

State CEQA Guidelines Section 15064(e) states that a social or economic change generally is not considered a significant effect on the environment unless the changes can be directly linked to a physical adverse change. Additionally, CEQA Guidelines Appendix G indicates that a project could have a significant effect if it would induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure). Therefore, population impacts are considered potentially significant if growth associated with a project would exceed projections for the area and if such an exceedance would have the potential to create a significant adverse physical change to the environment.

The methodology used to determine population, housing, and employment impacts includes data collection on population and housing trends, which was obtained from California Department of Finance (DOF), the Fontana General Plan, and SCAG. If projected growth with the Project would exceed SCAG and Fontana growth projections and could create a significant change to the environment, the resulting growth would be considered “substantial,” and a significant impact would result.

5.12.6 ENVIRONMENTAL IMPACTS

IMPACT POP-1: WOULD THE PROJECT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?

Less Than Significant Impact. The proposed Project would demolish the existing residences and associated structures and develop a new industrial building totaling approximately 490,565 square feet (SF) on the 19.08-acre site. The site is located in a developed area of the city adjacent to existing roads and in close proximity to infrastructure and utilities. The proposed Project does not involve construction of any new residential uses and would not contribute to a direct increase in the City’s population. However, the proposed Project may indirectly contribute to population growth within the City by creating jobs both during construction and operation.

Because the future tenant of the proposed warehouse is unknown, the number of jobs generated from operation of the Project cannot be precisely determined. However, based on SCAG’s employment generation factors of 1,195 SF of industrial space per employee, implementation of the proposed Project would create up to an additional 411 jobs in Fontana.

As shown in Table 5.12-3, employment in the City of Fontana is expected to increase by 18,400 jobs between 2016 and 2045. Based on these growth projections, full buildout of the Project would represent

approximately 2.2 percent of projected employment growth within the City of Fontana. Thus, the employment growth that would occur from the Project is within the growth projections used to prepare SCAG's 2020-2045 RTP/SCS.

The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of the City of Fontana as of November 2022 was 3.9 percent, City of Rialto was 4.6 percent, City of Rancho Cucamonga was 3.0 percent, and the County of San Bernardino was 4.1 percent (State Employment Development Department 2023). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate needs for any housing.

Construction. Construction of the proposed Project would result in a temporary increased demand for construction workers. This Draft EIR assumes that construction of the Project would commence in April 2024 and be completed by January 2025. Construction would require approximately 103 construction workers during this 10-month period. Workers are anticipated to come from the City and surrounding jurisdictions and commute daily to the jobsite. Although it is possible that the demand for workers could induce some people to move to the region, this consideration would be de minimis, relative to the total number of construction workers in the region. According to the U.S. Census Bureau, 9,473 individuals are employed in the construction industry in the City of Fontana and 60,801 individuals are employed in the construction industry in San Bernardino County as a whole (U.S. Census Bureau 2023). The supply of general construction labor in the vicinity of the Project area is not expected to be constrained due to the current 3.9 percent unemployment rate in the City and the 4.1 unemployment rate in San Bernardino County and the temporary nature of construction projects (EDD 2023). As such, the existing labor pool can meet the construction needs of the Project, and this labor pool would increase with the continued projected growth of San Bernardino County. Therefore, implementation of the Project would not induce substantial unplanned population growth directly or indirectly through construction employment that could cause substantial adverse physical changes in the environment. Impacts would be less than significant.

Operation. Implementation of the Project would result in long-term employment opportunities in the Project region. Because the future tenants are unknown, the number of jobs generated from operation cannot be precisely determined. However, as discussed above, based on the SCAG employment factor of 1,195 square feet of industrial space per employee, implementation of the proposed Project would create approximately 411 jobs. As such, the proposed Project would positively contribute to employment growth in the City of Fontana, as well as the inland Southern California region.

As discussed above, employees that would work at the proposed Project are anticipated to come from within the region. Any employees relocating for Project related employment would be accommodated by the existing vacant housing in the region. According to the 2022 housing estimated provided by the California DOF, there are 57,483 housing units within the City of Fontana (DOF 2022). Additionally, as of February 2023, Realtor.com – an online real estate and rental marketplace – reported 297 single-family properties listed for sale in the City of Fontana. Thus, direct impacts related to population growth in an area would be less than significant.

Infrastructure. Development of the Project would require expansion of infrastructure to serve the proposed uses at the site, including installation of new onsite water, sewer, and stormwater drainage lines and improved roadways as outlined in Section 3.0, *Project Description*. The improvements would serve only the operations of the proposed development. They have not been sized to accommodate developments offsite. The Project would include development of driveways as well as roadway improvements within the Project site frontage to provide adequate access and circulation for passenger automobiles and truck traffic. The Project applicant does not directly propose any offsite roadway expansions. Therefore, the proposed Project

would not induce unplanned population growth either directly or indirectly that could cause substantial adverse physical changes in the environment, and impacts would be less than significant.

IMPACT POP-2: WOULD THE PROJECT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

Less than Significant Impact. Under existing conditions, the Project site is developed with 40 existing vacant and uninhabited residential structures and associated ancillary structures. At the time the Project's Notice of Preparation was distributed, on September 30, 2022, the units were still occupied by residents, and therefore, the baseline condition applied for the Project is occupied rather than vacant. Property owners within the development footprint voluntarily sold their property to the Applicant and have already relocated. Implementation of the proposed Project would remove all of the existing structures from the Project site.

The proposed Project includes a GPA to change the land use designation of the site from R-T to I-G and a SPA to change the SWIP designation from RTD to SED. Because the Project includes a change from residential use to a non-residential use, the Project is subject to SB 330. SB 330 requires in part that where a development project results in reducing the number of housing units allowed under existing City zoning, the City must identify a way in which an equivalent number of units could be accommodated in the city.

The Project would participate in the City's recently adopted "No Net Loss Program" (Ordinance No. 1906), which provides that concurrent with the approval of any change in zone from residential use to a non-residential use, replacement units in the form of a density bonus will become available to project applicants subsequently seeking to develop property for residential use within the City. The potential loss of residential units is determined by what is allowed on the Project site by the current General Plan and zoning designations. The current RTD designation allows for two dwelling units per acre. As such, the proposed Project would result in the "loss" of the equivalent of 38 residential units that are allowed by the current RTD designation of the site. Therefore, the loss of 38 dwelling units would be added to the "No Net Loss Bank" to be used by subsequent residential developers to build their residential site at a higher density than what the zoning designation allows for.

Additionally, the Project would comply with Government Code Section 65863, the "No Net Loss Law". Under this law, a jurisdiction may not take any action to reduce a parcel's residential density unless it makes findings that the remaining sites identified in its Housing Element sites inventory can accommodate the jurisdiction's remaining unmet RHNA by each income category, or if it identifies additional sites so that there is no net loss of residential unit capacity. While the Project would result in demolition of 40 single family homes, the City's 2021-2029 Housing Element indicated an abundance of 2,659 extremely low to low income, 1,395 moderate income, and 648 above moderate income units over the City's allocated RHNA objectives in order to protect the City from non-compliance with "No Net Loss Law". Therefore, the City's RHNA buffer would be able to accommodate housing capacity reduction as a result of the Project and the Project would not necessitate the construction of replacement housing elsewhere due to the "No Net Loss Law".

By utilizing the City's "No Net Loss Program", the Project would be in compliance with SB 330. Potential impacts associated with the construction of replacement units would be analyzed pursuant to CEQA at the time a project is proposed. Therefore, implementation of the Project would not displace a substantial number of existing people or housing and would not necessitate the construction of replacement housing elsewhere. Implementation of the Project would result in a less than-significant impact.

5.12.7 CUMULATIVE IMPACTS

Impacts from cumulative population growth are considered in the context of their consistency with local and regional planning efforts. As discussed, SCAG's 2020-2045 RTP/SCS serves as a long-range vision plan for

development in the counties of San Bernardino, Imperial, Los Angeles, Orange, Riverside, and Ventura. The Project would not exceed the SCAG population, housing, and employment growth projections for the City and would represent a nominal percentage of SCAG's overall projections for the City of Fontana. The Project would result in a generation of approximately 411 permanent jobs at full buildout. Based on the growth projections analyzed in SCAG's 2020-2045 RTP/SCS, full buildout of the Project would represent approximately 2.2 percent of projected employment growth within the City of Fontana. The Project is within the growth projections used to prepare RTP/SCS, thus, impacts related to cumulative growth would be less than significant and not cumulatively considerable.

Additionally, by participating in the City's "No Net Loss Program", the proposed Project would be in compliance with SB 330 and would not contribute to the reduction of the City's housing stock. Other similar present and reasonably foreseeable projects in the city that would reduce housing capacity within the city would be required to participate in the City's "No Net Loss Program" as well. Through the participation of residential developers in the program, overall, the City's overall housing capacity would remain balanced. Therefore, the Project would not result in a cumulatively considerable impact on the City's housing capacity.

5.12.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- SCAG Regional Housing Needs Allocation
- California Government Code Section 65300
- Government Code Sections 65580–65589
- California Senate Bill 330

Plans, Programs, or Policies (PPPs)

None.

5.12.9 PROJECT DESIGN FEATURES

None.

5.12.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of standard conditions of approval, Impact POP-1 and POP-2 would be less than significant.

5.12.11 MITIGATION MEASURES

No mitigation measures are required.

5.12.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to population and housing would occur.

REFERENCES

California Employment Development Department. Labor Force and Unemployment Rates for Cities and Census Designated Places – San Bernardino County, December 2022 (EDD 2022). Accessed: 16 January

2023. <https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html>.

California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022 (DOF 2022). Accessed: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/>

City of Fontana. General Plan 2015-2035. 18 November 2018. Accessed: 16 January 2023. <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

City of Fontana. General Plan 2015-2035 Environmental Impact Report. Accessed: 16 January 2023. <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

City of Fontana. 6th Cycle Housing Element Update. Adopted February 8, 2022. Accessed: 20 February 2023. <https://www.fontana.org/3314/2021-2029-Housing-Element-Update>

Realtor.com. Fontana, CA Single Family Homes for Sale. Accessed: 20 February 2023. https://www.realtor.com/realestateandhomes-search/Fontana_CA/type-single-family-home?view=map

SCAG. 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (SCAG 2020). Accessed 16 January 2023. <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>.

SCAG. 2019 Local Profile for San Bernardino County. Accessed: <https://scag.ca.gov/data-tools-local-profiles>

SCAG. Connect SoCal Demographics and Growth Forecast. 2023 January 16. Accessed: <https://scag.ca.gov/data-tools-local-profiles>

SCAG. 2001. Employment Density Study Summary Report. October 31, 2001. Accessed 16 January 2023, <https://www.mwcog.org/file.aspx?A=QTTITR24POOOUlw5mPNzK8F4d8djdJe4LF9Exj6IXOU%3D>

United States Census Bureau. County of San Bernardino – S2404 Industry by Sex for the Full-Time, Year-Round Civilian Employed Population 16 Years and Over. Accessed: 16 January 2023. <https://data.census.gov/table?q=san+bernardino+county&t=Industry&tid=ACSST1Y2021.S2404>

United States Census Bureau. City of Fontana – S2404 Industry by Sex for the Full-Time, Year-Round Civilian Employed Population 16 Years and Over. Accessed: 16 January 2023. <https://data.census.gov/table?q=fontana&t=Industry>

This page intentionally left blank.

5.13 Public Services

5.13.1 INTRODUCTION

This section of the Draft EIR addresses impacts of the Project to public services, including fire protection and emergency services, police protection, school services, parks, and other public services, such as library and health services. This section addresses whether there are physical environmental effects of new or expanded public facilities that are necessary to maintain acceptable service levels. This section analyzes whether any physical changes resulting from a potential increase in service demands from Project implementation could result in significant adverse physical environmental effects. Thus, an increase in staffing associated with public services, an increase in calls for services, would not, by itself, be considered a physical change in the environment. However, physical changes in the environment resulting from the construction of new facilities or an expansion of existing facilities to accommodate the increased staff or equipment needs resulting from the Project could constitute a significant impact. The analysis in this section is based, in part, on the following documents and resources:

- *City of Fontana General Plan Update 2015-2035, Adopted November 2018*
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report, Certified November 2018*
- *City of Fontana Code of Ordinances*

5.13.2 REGULATORY SETTING

5.13.2.1 Federal Regulations

There are no Federal regulations pertaining to public services that would be applicable to the Project.

5.13.2.2 State Regulations

California Building Code

The California Building Code (CBC) includes fire safety requirements, including the installation of sprinklers in all commercial and residential buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas. The California Building Code is updated every three years by the California Building Standards Commission and was last updated in 2022 (effective January 1, 2023).

California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2022 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2022 (adopted January 1, 2023).

The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-

safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

California Government Code (Section 65995(b)) and Education Code (Section 17620)

California Senate Bill 50 (SB 50), which passed in 1998, amended California Government Code Sections 65995.5 through 65998, which contains limitations on Education Code Section 17620. The statute authorizes school districts to assess development fees within school district boundaries. Government Code Section 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments.

According to California Government Code Section 65995(3)(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities.” The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

California State Assembly Bill 2926: School Facilities Act of 1986

In 1986, AB 2926 was enacted to authorize the levy of statutory fees on new residential and commercial/industrial development in order to pay for school facilities. AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of statutory fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

Mitigation Fee Act (California Government Code Sections 66000 et seq.)

Enacted as Assembly Bill (AB) 1600, the Mitigation Fee Act requires a local agency, such as the City of Fontana to establish, increase, or impose an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development Project on which it is to be levied. This Act became enforceable on January 1, 1989 (California Legislative Information 2019).

Quimby Act

The Quimby Act (California Government Code, Section 66477) was established by the California legislature in 1965 to develop new or rehabilitate existing neighborhood or community park or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California’s growing communities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map.

5.13.2.3 Local Regulations

Fire Protection and Emergency Services

Fontana General Plan

The City of Fontana General Plan includes the following public safety objectives and policies that are related to fire protection and the proposed Project:

Public and Community Services Element

Goal 2 Fontana's Fire Department meets or exceeds state and national benchmarks for protection and responsiveness.

Policy

- Continue the City's successful partnership with the San Bernardino County Fire Department.

Noise and Safety Element

Goal 4 Seismic injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, earthquake-induced landslides, and other earthquake-induced ground deformation are minimized in the City of Fontana.

Policy

- The City shall ensure to the fullest extent possible that, in the event of a major disaster, essential structures and facilities remain safe and functional, as required by current law, including hospitals, police stations, fire stations, emergency operation centers, communication centers, generators and substations, and reservoirs.

Goal 7 Threats to public and private property from urban and wildland fire hazards are reduced in the City of Fontana.

Policies

- The City shall require residential, commercial, and industrial structures to implement fire hazard-reducing designs and features.
- The City shall ensure to the extent possible that fire services, such as fire equipment, infrastructure, and response times are adequate for all sections of the city.

Goal 9 The City maintains regulations, plans, protocols and emergency training to reduce hazards and risks, and meet State and Federal requirements for emergency assistance.

Policy

- The City shall keep hazard mitigation and emergency services programs up to date.

Law Enforcement Services**Fontana General Plan**

The City of Fontana General Plan includes the following public safety objectives and policies that are related to fire protection and the proposed Project:

Public and Community Services Element (Law Enforcement)

Goal 1 Fontana's crime rate continues to be below state and county rates.

Policies

- Continue the Police Department’s successful community policing programs.
- Support Police Department needs for staff and technology to keep up with population growth and contemporary policing methods.
- Promote and enhance use of anti-crime design strategies and programs.

School Services

Developer School Fees

The Fontana Unified School District (FUSD) collects fees pursuant to Sections 17620 et seq. of the Education Code and Sections 65995 et seq. of the Government Code to help offset the cost of providing school services. The Fontana Unified School District (FUSD) has established the fees to be as follows: New Residential (Non-commercial), \$4.79 per SF, Residential Additions, \$4.79 per SF, Commercial Industrial, \$0.78 per SF (with exceptions of Community Shopping Center, \$0.75 per SF, Industrial Parks/Warehousing, \$0.66 per SF, Rental Self-Storage, \$0.03 per SF, Hospitality, \$0.56 per SF) and Senior Housing, \$0.78 per SF.

Other Public Facilities

Fontana General Plan

The City of Fontana General Plan includes the following public safety objectives and policies that are related to public services and facilities and the proposed Project:

Public and Community Services Element

Goal 3 The City of Fontana has modern, well-maintained public facilities that meet the needs of residents of all ages, the business community, and government.

Policies

- Support development of a city facilities master plan for the next 10 years and use an asset management system for all facilities.
- Support initiatives to reduce energy costs in public facilities.
- Develop an “Aging in Fontana” plan to prepare to serve an increasing number of senior citizens.

Goal 5 New community centers, parks, and facilities are located in the context of multimodal networks for maximum accessibility.

Policy

- Locate community facilities to take maximum advantage of access by walking, biking, and bus, as well as cars.

5.13.3 ENVIRONMENTAL SETTING

Fire Services

The Project site would be served by the Fontana Fire Protection District (FFPD), which contracts with the San Bernardino County Fire Department (SBCoFD) to provide fire and emergency services. FFPD provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, hazard abatement, acts of terrorism and natural disaster response. The FFPD consists of 132 full-time personnel, including 116 safety employees and 16 non-safety employees.

The City of Fontana is served by a total of seven fire stations as listed in Table 5.13-1. The fire station closest to the Project site is Station 74 located at 11500 Live Oak Ave., approximately 1.8 miles southwest.

Table 5.13-1: Fire Stations

Fire Station	Location	Distance from Site	Estimated Response Time	Equipment	Staffing
Station 74	11500 Live Oak Ave. Fontana, CA 92335	1.8 miles	6 minutes, 55 seconds	-One Medic Engine	3 crewmembers
Station 77	17459 Slover Fontana, CA 92335	2.8 miles	7 minutes, 8 seconds	-One Medic Truck -One Medic Squad	5 crewmembers
Station 72	15380 San Bernardino Ave. P.O. Box 1040 Fontana, CA 92335	3.0 miles	7 minutes, 7 seconds	-One Medic Engine -One Squad Vehicle	5 crewmembers
Station 71	16980 Arrow Blvd. Fontana, CA 92335	5.0 miles	5 minutes, 49 seconds	-One Medic Engine -One Medic Truck -One Squad Vehicle	8 crewmembers
Station 78	7110 Citrus Fontana, CA 92333	5.4 miles	6 minutes, 49 seconds	-One Medic Engine -One Squad Vehicle	5 crewmembers
Station 73	14360 Arrow Fontana, CA 92335	5.9 miles	6 minutes, 22 seconds	-One Medic Engine	4 crewmembers
Station 79	5075 Coyote Canyon Rd. Fontana, CA 92336	9.0 miles	7 minutes, 18 seconds	-One Medic Engine	3 crewmembers

Information provided by City of Fontana FY 19-20 Adopted Operating Budget, SBCoFD Website and Lauri Lockwood at SBCoFD

Law Enforcement Services

Law enforcement services in the City are provided by the Fontana Police Department (FPD). The city is served by the central station located at 17005 Upland Avenue in downtown Fontana, which is approximately 4.9 miles northwest of the Project site. The FPD has four divisions including Office of the Chief of Police, administrative services, field services and special operations and consists of 305 personnel, including 202 sworn officers and 103 non-sworn employees to provide for community policing services. In addition, the average response time for the FPD is 4 minutes and 39 seconds (2021 FPD Annual Report). Using the estimated population of 210,761 in 2021 for the City of Fontana, the ratio of existing FPD personnel per 1,000 residents is estimated to be 1.4 (US Census Bureau 2021).

The San Bernardino County Sheriff's Department also operates a station in the City of Fontana located at 17780 Arrow Blvd, approximately 5.7 miles away from the Project site. This station is staffed with 50 employees and services the unincorporated county areas of Fontana, Bloomington, Rialto, San Antonio Heights, as well as the communities of Rosena Ranch and Lytle Creek. The station also interfaces with Los Angeles and Riverside Counties, and includes the unincorporated areas of Upland, and the Mount Baldy wilderness.

The FPD and crime statistics indicate that Fontana does not have any ongoing serious crime problems and that the City of Fontana has become one of the safest in the region in recent decades (City of Fontana 2018).

Park Services

Existing parks within the City include 41 parks on a total of approximately 366 acres (City of Fontana, 2018). At the estimated population of 210,761 in 2021, the ratio of existing parkland acres per 1,000 residents is 1.7 (US Census Bureau 2021). The parks and recreation facilities closest to the Project site include Catawba Park at 11411 Catawba Place (approximately 0.9 miles from the Project site), Village Park at 15601 Village Drive East (approximately 0.9 miles from the Project site), and Mary Vagle Nature Center at 11501 Cypress Avenue East (approximately 1.6 miles from the Project site).

School Services

The Project site is within the Fontana Unified School District (FUSD) boundary. The FUSD currently operates 45 schools, including: 30 elementary schools, seven middle schools, five high schools, two alternative high schools and one adult school (FUSD 2022). As of the 2021/2022 school year, the FUSD had a total enrollment of 35,101 students (California Dept. of Education 2022). The Project site is closest to Jurupa Hills High School, at 10700 Oleander Avenue (approximately 1.1 miles from the Project site), Citrus Continuation High School at 10760 Cypress Avenue (approximately 1.1 miles from the Project site), and Truman Middle School at 16224 Mallory Drive (approximately 2.0 miles from the Project site).

Other Public Facilities

Other governmental services include a variety of public and quasi-public services including libraries, medical clinics, urgent care facilities, hospitals, social service centers, senior centers, and other facilities. The library closest to the Project site and surrounding area is the Fontana Lewis Library & Technology Center, located at 8437 Sierra Avenue, approximately 4.8 miles northwest of the Project site.

Additionally, the nearest medical facilities to the Project site are the Metropolitan Industrial Medical Clinic, located approximately 1.9 miles northeast, Kaiser Emergency Services located approximately 3.0 miles northwest, and the Fontana Medical Center, located approximately 3.2 miles northwest.

5.13.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

PS-1 – Fire protection

PS-2 – Police protection

PS-3 – Schools

PS-4 – Parks

PS-5 – Other public facilities

5.13.5 METHODOLOGY

The evaluation of impacts to public services is based on whether the existing public services can meet the demands of the Project, based on established thresholds, including maintaining acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if the Project

results in the need for new or the expansion of existing government services and facilities, including fire and police stations, schools, parks, libraries, community recreation centers, public health facilities and other public facilities.

5.13.6 ENVIRONMENTAL IMPACTS

IMPACT PS-1: WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH FIRE PROTECTION SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED FIRE STATION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES?

Less than Significant Impact. Construction and operation of the Project would increase the number of structures and employees in the Project area, thus increasing demand for fire protection and emergency medical services. However, there are seven existing fire stations that currently serve the City, four of which are within 5.0 miles of the Project site. The closest fire station to the Project site, Station 74 is located at 11500 Live Oak Avenue, approximately 1.8 miles southwest.

Development would consist of demolition of 40 single-family residential homes, vacation of Rose Avenue, and development of a 490,565 square foot (SF) building with approximately 480,565 SF of warehouse space and 10,000 SF of mezzanine, which would be used for office space. Additionally, the Project would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and drive aisles. Proposed improvements would reduce the overall existing fire hazard risk and improve emergency access. The Project would also include landscaping, parking, and utility/stormwater improvements. The Project would be accessible via Poplar Avenue to the west and Catawba Avenue to the east. Proposed access to the Project site would be reviewed by the City Planning Department and the San Bernardino County Fire Department to ensure compliance with fire protection standards. The Project would be required to adhere to the 2022 California Fire Code, which would minimize the demand upon fire stations, personnel, and equipment. The proposed warehouse would be concrete tilt up construction which contains a low fire hazard risk rating. The building would be equipped with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, fire alarm systems, fire pumps, backflow devices, and clean agent waterless fire suppression systems pursuant to the California Fire Code adopted under Chapter 5, Section 5-425 of the Municipal Code, CBC, and other existing regulations regarding fire safety.

Additionally, the Project would be required to pay Development Impact Fees pursuant to the City of Fontana's Municipal Code, Chapter 11-2. Development impact fees collected would ensure the level of fire protection services are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of facilities as needed. Therefore, Project impacts to fire services would be less than significant.

IMPACT PS-2: WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH POLICE SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED POLICE FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES?

Less than Significant Impact. Impacts to police services are considered significant if Project implementation would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction of new or expansion of existing police facilities. Implementation of the proposed

Project would result in the development of a 490,565 SF building with approximately 480,565 SF of warehouse space and 10,000 SF of mezzanine, which would be used for office space. Additionally, the Project would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and drive aisles.

As discussed in Section 5.12, *Population and Housing*, operation of the Project is estimated to generate a need for 411 employees, however, it is anticipated that some of these employees will come from within the region and thus would not contribute to a large increase in population. The police station that would serve the Project site is the main station in downtown Fontana, located approximately 4.9 miles northwest of the Project site. The main station is staffed by 202 full-time sworn officers. There are two additional contact stations used by officers for reporting located at 11500 Live Oak Avenue and 17122 Slover Avenue, but neither is staffed. The City of Fontana has a population of 210,761, thus there is a current estimated ratio of 1.4 officers per 1,000 population (US Census Bureau 2021). According to the City of Fontana General Plan EIR, the need for additional police will be incremental as the population increases. Because the Project would not contribute to a large population increase, the Project would not result in the need for new or expanded police services or facilities to support the Project.

Additionally, the Project would be required to pay Development Impact Fees pursuant to Fontana Municipal Code Chapter 5-8. The collection of development impact fees would ensure the level of police protection services are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of facilities as needed. Therefore, Project impacts to police services would be less than significant.

IMPACT PS-3: WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH SCHOOL SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED SCHOOL FACILITIES?

Less than Significant Impact. The Project site is within the Fontana Unified School District (FUSD) boundary. As discussed previously, the Project would result in the demolition of 40 single-family residential homes, vacation of Rose Avenue, and development of a 490,565 SF building with approximately 480,565 SF of warehouse space and 10,000 SF of mezzanine, which would be used for office space. Additionally, the Project would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and drive aisles. No residential development is planned as a part of this Project. As such, the Project would not result in a direct demand for new or expanded school services within the area. As described previously, the proposed Project is not anticipated to generate a significant increase in population, as the employees needed to operate the Project are anticipated to come from within the Project region. Thus, a substantial in-migration of employees that could generate new students is not anticipated to occur.

Additionally, under state law, development projects are required to pay school impact fees in accordance with Senate Bill 50 (SB 50) at the time of building permit issuance. The funding program established by SB 50 allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs and has been found by the legislature to constitute “full and complete mitigation of the impacts of any legislative or adjudicative act...on the provision of adequate school facilities” (Government Code Section 65995[h]). The school impact fee for commercial/industrial developments within the FUSD boundary is \$0.78 per SF (FUSD 2023). The proposed Project will be subject to school impacts fees. As such, impacts to school services would be less than significant.

IMPACT PS-4: WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH PARK AND RECREATIONAL SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED PARK FACILITIES?

Less than Significant Impact. The site is served by the City of Fontana Community Services Department and maintains over 40 parks, sports facilities, and community centers. The closest park to the Project site is located approximately 0.9 miles away at 11411 Catawba Place. Typically, residential development increases the need for new parks and increases the use of existing citywide park facilities. The proposed warehouse development would not provide new housing opportunities. Furthermore, employees needed to operate the Project are anticipated to come from within the Project region. Although employees may occasionally use local parks, such increase in use would be limited and would not result in deterioration to facilities such that the construction or expansion of recreational facilities would be necessary. Therefore, any increased demand on the public parks within the city would be considered a less than significant impact.

IMPACT PS-5: WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH OTHER GOVERNMENT SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED PUBLIC FACILITIES?

Less than Significant Impact. Other governmental and public services generally refer to libraries, medical services, and other facilities. The closest library facility to the Project site is the Fontana Lewis Library & Technology Center, located at 8437 Sierra Avenue, approximately 4.8 miles northwest of the site. Demand placed on libraries is based on the generation of a resident population associated with a person's place of residence, and not typically their place of employment. The closest health care facilities to the Project site are the Metropolitan Industrial Medical Clinic (approximately 1.9 miles northeast), Kaiser Emergency Services (approximately 3.0 miles northwest), and the Fontana Medical Center (approximately 3.2 miles northwest). As discussed previously, the Project would result in development of a 490,565 SF building with approximately 480,565 SF of warehouse space and 10,000 SF of mezzanine, which would be used for office space. Additionally, the Project would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and drive aisles. The Project would not result in a direct increase in the City's population as no residential uses are proposed and the workforce will likely be local. As such, the proposed Project would not directly create a demand for public library facilities or public health care facilities, nor would it directly result in the need to modify existing or construct new public service facilities. Additionally, the proposed Project would adhere to the payment of Development Impact Fees as outlined in Chapter 5 of the Fontana Municipal Code to ensure a fair share of costs associated with the proposed Project are paid for public facilities, including library facilities. Therefore, the Project would result in a less than significant impact related to library services.

5.13.7 CUMULATIVE IMPACTS

The Project would not significantly increase the need for public services in the Project area, in the cities surrounding the Project site, or within the region. As discussed above, the Project applicant would pay the required Development Impact Fees. Additionally, as discussed above, the Project would not impact acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if the result in the need for new or the expansion of existing government services and facilities. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development fees. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

5.13.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Fire Protection and Emergency Services

- California Fire Code (CFC; California Code of Regulations, Title 24, Part 9)

Police Services

There are no applicable regulations related to police services that would reduce potential impacts.

School Services

- Government Code Section 65995(b)
- California State Assembly Bill 2926: School Facilities Act of 1986
- California Senate Bill 50: School Facilities Bond Act of 1998

Park Services

- City Development Code Chapter 21-81
- California Government Code, Section 66477

Other Public Services

- California Government Code Sections 66000 et seq.

Plans, Programs, or Policies (PPPs)

PPP PS-1: School Impact Fees. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the Fontana Unified School District related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

5.13.9 PROJECT DESIGN FEATURES

None.

5.13.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts PS-1, PS-2, PS-3, PS-4, and PS-5 would be less than significant.

5.13.11 MITIGATION MEASURES

No mitigation measures are required.

5.13.12 LEVELS OF SIGNIFICANCE AFTER MITIGATION

Compliance with regulatory programs would reduce potential impacts related to public services to less than significant. Therefore, no significant unavoidable adverse impacts would occur.

REFERENCES

California Department of Education. DataQuest. Accessed: 04 January 2023.
<https://www.cde.ca.gov/ds/sd/cb/10end10uest.asp>

California Legislative Information. 1998. Senate Bill 50 Leroy F. Greene School Facilities Act of 1998. Accessed: http://www.leginfo.ca.gov/pub/97-98/bill/sen/sb_0001-0050/sb_50_bill_19980827_chaptered.pdf

City of Fontana. Adopted Operating Budget Fiscal Year 2019-2020. Accessed: 04 January 2023. Accessed: <https://www.fontana.org/DocumentCenter/View/29901/2019—2020-Adopted-Operating-Budget>

City of Fontana. General Plan Update 2015-2035. 13 November 2018. Accessed: 04 January 2023. <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

City of Fontana. General Plan Update 2015-2035 Draft Environmental Impact Report. 8 June 2018. Accessed: 04 January 2023. <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

City of Fontana. Police Department Annual Report 2021. Accessed: 16 January 2023. <https://www.fontana.org/DocumentCenter/View/37288/ANNUAL-REPORT-2021>

Fontana Police Department. Accessed: 04 January 2023. <https://www.fontana.org/112/Police-Department>

Fontana Unified School District. Accessed: 04 January 2023. <https://www.fusd.net/>

Error! Hyperlink reference not valid. San Bernardino County Fire Department. Accessed: 04 January 2023: <https://sbcfire.org/>

San Bernardino County Library. Accessed: 04 January 2023. <https://sbclib.org/>

San Bernardino County Sheriff's Department. Accessed: 24 January 2023. <https://wp.sbcounty.gov/sheriff/patrol-stations/fontana/>

US Census Bureau. Accessed: 04 January 2023. <https://www.census.gov/quickfacts/fact/table/fontanacitycalifornia/PST045221>

This page intentionally left blank.

5.14 Transportation

5.14.1 INTRODUCTION

This section describes the existing transportation and circulation conditions and evaluates the potential transportation impacts from implementation of the proposed Project. This analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on vehicle miles traveled (VMT). The analysis in this section is based on the following:

- *Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis*; EPD Solutions, Inc., September 2022 (VMT Analysis); Appendix M.
- *City of Fontana General Plan Update 2015-2035*, Adopted November 2018
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report*, Certified November 2018
- *Southwest Industrial Park Specific Plan*, Adopted June 2012

5.14.2 REGULATORY SETTING

5.14.2.1 State Regulations

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 required the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

5.14.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates, in the RTP/SCS, that the six-county region will have to accommodate 22.5 million residents by 2045, while also meeting the GHG emissions reduction targets set by the California Air Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific

allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

San Bernardino County Congestion Management Program

The San Bernardino County Transportation Authority (SBCTA) is San Bernardino's congestion management agency. SBCTA prepares, monitors and periodically updates the County Congestion Management Program (CMP) to meet federal Congestion Management Process requirement and the County's Measure I Program. The San Bernardino County CMP defines a network of state highways and arterials, level of service standards and related procedures; the process for mitigation of impacts of new development on the transportation system' and technical justification for the approach. The San Bernardino County CMP sets a LOS standard of E for intersections or roadway segments on the CMP system of roadways. Citrus Avenue and Jurupa Avenue are CMP roadways in the Project area.

San Bernardino County Measure I Strategic Plan

San Bernardino County Measure I authorizes a half-cent sales tax in the County until March 2040 for use exclusively on transportation improvement and traffic management programs. Measure I includes language mandating development projects pay their fair share for transportation improvements in San Bernardino County. The Measure I Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, State, and federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems. The City has adopted a Development Impact Fee (DIF) program that is consistent with Measure I requirements.

5.14.2.3 Local Regulations

City of Fontana Development Impact Fee Program

The City of Fontana has implemented a DIF Program to collect fees from new development that may be used to mitigate the additional traffic burdens created by new development to the City's arterial and collector street system. The identification of specific roadway and intersection improvement projects and the timing to use the DIF fees is established through periodic capital improvement programs which are overseen by the City's Public Works Department. The proposed Project would be subject to the DIF Program and would be required to pay fees as part of permit approval.

City of Fontana General Plan

The City of Fontana General Plan contains the following policies related to transportation applicable to the Project:

Community Mobility and Circulation Element

Goal The City of Fontana has a comprehensive and balanced transportation system, with safety and multimodal accessibility the top priority of citywide transportation planning, as well as accommodating freight movement.

Policy

- Provide roadways that serve the needs of Fontana residents and commerce, and that facilitate safe and convenient access to transit, bicycle facilities, and walkways.

- Goal** Fontana's road network is safe and accessible to all users, especially the most vulnerable such as children, youth, older adults and people with disabilities.
- Policy**
- Support designated truck routes that avoid negative impacts on residential and commercial areas while accommodating the efficient movement of trucks.
- Goal** Local transit within the City of Fontana is a viable choice for residents, easily accessible and serving destinations throughout the City.
- Policy**
- Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.
- Goal** The city has attractive and convenient parking facilities, including electric charging stations, for both motorized and non-motorized vehicles that meet needs that fit the context.
- Policies**
- Provide sufficient motor vehicle and secure bicycle parking in commercial and employment centers to support vibrant economic activity.
 - Encourage approaches that reduce the overall number of new parking spaces that must be provided on-site for new development.

5.14.3 ENVIRONMENTAL SETTING

Existing Roadway Network

Figure 5.14-1 shows the existing roadway network in the vicinity of the Project site, which includes the following:

- **Interstate 10.** The Interstate (I) 10 provides regional access to the Project site and is located approximately 0.9 mile north of the Project site and accessible via the Citrus Avenue interchange. In this location, the freeway consists of four lanes in both directions. From Citrus Avenue, the I-10 connects to I-15 approximately 5 miles to the west and State Route (SR) 215 approximately 14 miles east.
- **Interstate 15.** The Interstate (I) 15 provides regional access to the Project site and is located approximately 5 miles west of the Project site and accessible via the Jurupa Avenue interchange. In this location, the freeway consists of four lanes in both directions.
- **Citrus Avenue.** Primary access to the Project site from I-10 is provided by Citrus Avenue, which is a north-south roadway that is identified as a primary highway by the City's General Plan in the vicinity of the Project site. Citrus Avenue has four lanes of travel and Class II bike lane north of Santa Ana Avenue in both directions. A Class II bike lane is provided by a stripe on the pavement.
- **Santa Ana Avenue.** Santa Ana Avenue is a four-lane east-west roadway, mostly lined with landscaped sidewalks, that is to the north of the project site. Santa Ana Avenue connects the streets adjacent to the Project site to Citrus Avenue, the primary access street to the I-10. The roadway is identified as a secondary highway by the City's General Plan.
- **Catawba Avenue.** Catawba Avenue is a two-lane north-south roadway, designated as a collector street in the General Plan. The roadway is adjacent to the east side of the Project site. Portions of the roadway are developed with landscaped sidewalks. No sidewalks currently exist adjacent to the Project site.

- **Poplar Avenue.** Poplar Ave is a north-south roadway adjacent to the Project site, designated as a secondary highway in the General Plan. Poplar Avenue is a four-lane roadway, with the northbound lanes merging into one lane near to the project site. Portions of the roadway are developed with landscaped sidewalks. No sidewalks currently exist adjacent to the Project site.
- **Rose Avenue.** Rose Avenue is a local roadway that currently bisects the Project site.
- **Jurupa Avenue.** Jurupa Avenue is an east-west six lane divided roadway with a landscaped median that is located to the south of the Project site. Jurupa Avenue is identified as a Modified Major Highway by the City's General Plan and connects to I-15 that is approximately 5-miles west of the site. Jurupa Avenue is identified as a primary highway in the City's General Plan.

Existing Truck Routes

Figure 3-10, *Truck Routes*, shows that Santa Ana Avenue to the north, Citrus Avenue to the east, Jurupa Avenue to the south, and Beech Avenue to the west are the truck routes in the vicinity of the Project site.

Existing Site Access

Access to the Project site is provided by Poplar Avenue to the west and Catawba Avenue to the east, both of which connect to Rose Avenue, which bisects the Project site.

Existing Transit Service

OmniTrans provides bus service in the City. The closest route is along Jurupa Avenue, which is served by Route 82 that runs along Milliken Avenue, Jurupa Avenue, and Citrus Avenue; with stops at Victoria Gardens, Kaiser High School, and Summit High School. The closest bus stop to the Project site is located 0.25 mile south at the intersection of Poplar Avenue and Jurupa Avenue.

Existing Bicycle and Pedestrian Facilities

Citrus Avenue has Class II bicycle lanes north of Santa Ana Avenue in both directions. The City's General Plan identifies proposed Class II bicycle lanes along Poplar Avenue adjacent to the project and Santa Ana Avenue to the north. Sidewalks currently exist on both Polar Avenue and Catawba Avenue except for the area adjacent to the Project site. Sidewalks also line most of both sides of Santa Ana Avenue as well as Jurupa Avenue.

Existing Vehicle Miles Traveled

The San Bernardino County Transportation Authority (SBCTA) provides VMT data for each of its member agencies and for the County of San Bernardino region via its San Bernardino Transportation Analysis Model (SBTAM). The SBTAM identifies a baseline VMT per service population value, which calculates the number of daily vehicles miles traveled by each member of the "service population," which includes area employees and residents. The baseline VMT for San Bernardino County is 33.3 VMT per service population.

5.14.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; or
- TR-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b); or
- TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

TR-4 Result in inadequate emergency access.

Vehicle Miles Traveled Significance Criteria

State CEQA Guidelines Section 15064.3(b)(1) provides that for land use projects:

VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The City of Fontana's *Transportation Impact Analysis Guidelines* were adopted in October 2020 and contain the following screening thresholds to assess whether further VMT analysis is required. If the project meets any of the following screening thresholds, then the VMT impact of the project is considered less than significant and further VMT analysis is not required.

1. **Transit Priority Area (TPA) Screening:** Projects located within a TPA¹ may be presumed to have a less than significant impact.
2. **Low VMT Screening Area:** Projects located within a low VMT- generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. The San Bernardino County Transportation Authority screening tool identifies low VMT areas throughout the County.
3. **Local Serving Land Use Projects:** Local serving retail projects of less than 50,000 square feet may be presumed to have a less than significant impact as they improve destination proximity and lead to shorter trip lengths.
4. **Less than 500 Net Daily Trips:** Projects that generate less than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT.

As stated in the City's *Transportation Impact Analysis Guidelines*, projects that are not screened through the thresholds listed above would require VMT modeling using the San Bernardino Transportation Analysis Model (SBTAM) to determine if they would have a significant VMT impact. Based on the SBTAM modeling, a project would result in a significant project-generated VMT impact if either of the following conditions are met:

1. The baseline project-generated VMT per service population exceeds 15% below the baseline County of San Bernardino VMT per service population, or
2. The cumulative project-generated VMT per service population exceeds 15% below the baseline County of San Bernardino VMT per service population.

5.14.5 METHODOLOGY

As outlined in CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, this analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on VMT. The City of Fontana *Transportation Impact Analysis Guidelines* provides criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis; and those that would have the potential to result in a VMT impact and therefore, require a VMT analysis based on VMT reduction thresholds. Consistent with the City Guidelines, the VMT screening thresholds were used to identify if the Project could have an impact on VMT, as detailed below.

¹ A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high quality transit corridor per the definitions of Pub. Resources Code, § 21064.3 and Pub. Resources Code, § 21155.

In addition, the City’s *Transportation Impact Analysis Guidelines* requires analysis of projects that generate more than 50 peak hour trips to determine if roadway/circulation improvements are required and to implement the City’s DIF Program, as necessary. Pursuant to CEQA Guidelines and the City’s *Transportation Impact Analysis Guidelines*, this analysis focuses on the nature and magnitude of the change from implementation of the proposed Project, as detailed in Section 3.0, *Project Description*. Trips generated by the proposed Project have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021.

5.14.6 ENVIRONMENTAL IMPACTS

IMPACT TR-1: WOULD THE PROJECT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES?

Less than Significant Impact

Roadway Facilities:

Operations: The City’s *Transportation Impact Analysis Guidelines* provides criteria to determine when a traffic analysis should be prepared to evaluate a project’s potential effect on the circulation system. According to the guidelines, if a project adds 50 peak hour trips, then an analysis would be required. As shown in Table 5.14-1, the proposed Project would generate 23 new Passenger Car Equivalent (PCE) trips during the AM peak hour and 25 new PCE trips during the PM peak hour. Therefore, the Project would not meet the criteria for requiring preparation of a traffic analysis, and the Project would not result in vehicle trips that could conflict with a program, plan, or policy addressing the circulation system, and impacts would be less than significant.

Table 5.14-1: Proposed Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
High-Cube Transload and Short-Term Storage ¹	TSF	1.40	0.06	0.02	0.08	0.03	0.07	0.10	
Single-Family Detached Housing ¹	DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94	
<u>Project Trip Generation</u>									
High-Cube Transload and Short-Term Storage	490.57 TSF	687	30	9	39	14	35	49	
<u>Vehicle Mix²</u>		<u>Percent²</u>							
Passenger Vehicles		79.57%	24	7	31	11	28	39	
2-Axle truck		3.46%	1	0	1	0	2	2	
3-Axle truck		4.64%	1	1	2	1	1	2	
4+-Axle Trucks		12.33%	84	4	5	2	4	6	
		100%	687	30	9	39	14	35	49
<u>PCE Trip Generation³</u>		<u>PCE Factor</u>							
Passenger Vehicles		1.0	547	24	7	31	11	28	39
2-Axle truck		1.5	36	2	0	2	0	3	3
3-Axle truck		2.0	64	2	2	4	2	2	4
4+-Axle Trucks		3.0	252	12	3	15	6	12	18
			899	40	12	52	19	45	64
<u>Existing Trip Generation</u>									
Single-Family Detached Housing	41 DU	387	7	22	29	24	15	39	
Net Trip Generation			300	23	-13	10	-10	20	10
Net PCE Trip Generation			512	33	-10	23	-5	30	25

Source: Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis (Appendix M)

TSF = Thousand Square Feet

DU = Dwelling Units

PCE = Passenger Car Equivalent

¹ Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 154 - High-Cube Transload and Short-Term Storage and 210 - Single-Family Detached Housing.

² Vehicle Mix from the City of Fontana, Truck Trip Generation Study, August 2003 for Heavy Warehouses.

³ Passenger Car Equivalent (PCE) factors from the San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.

Construction: Construction of the proposed Project is anticipated to occur over a 10-month period. Construction-related trips generated on a daily basis throughout various construction activities would be derived from construction workers and delivery of materials. It is anticipated Project construction would generate haul trips distributed throughout the day. During construction, there would also be passenger car construction trips associated with crew arrivals and departures. The weekday a.m. peak period is 7:00 a.m. to 9:00 a.m., and the weekday p.m. peak period is 4:00 p.m. to 6:00 p.m. It is anticipated the majority of construction crews would arrive and depart outside the peak hours, while delivery trucks would arrive and depart throughout the day. As detailed in Section, 3.0, *Project Description*, Project grading is anticipated to result in a net export of 8,743 C cubic yards (CY). As shown on Table 5.14-2, the building construction phase of construction would generate the most vehicular trips per day from approximately 206 workers and 80 vendors per day, which would result in a total of 286 daily trips.

Table 5.14-2: Daily Construction Vehicle Trips

Construction Activity	Worker Trips Per Day	Vendor Trips Per Day	Hauling Trips Per Day
Demolition	15	0	35
Site Preparation	18	0	0
Grading	20	0	73
Building Construction	206	80	0
Paving	15	0	0
Architectural Coating	41	0	0

Source: Air Quality Impact Analysis (CaleeMod) (Appendix A)

All construction equipment, including construction worker vehicles, would be staged on the Project site for the duration of the construction period. In addition, as part of the grading plan and building plan review processes, the City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures (as applicable). Therefore, construction impacts related to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

Transit: As described previously, the Project vicinity is served by OmniTrans Route 82, and the closest bus stop is located 0.25 mile from the Project site. This existing transit service would continue to serve its ridership in the area and may also serve employees of the Project. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, bicycle lanes currently exist on Citrus Avenue; and the General Plan includes Class II bicycle lanes along Poplar Avenue and Santa Ana Avenue. The Project would not result in any conflicts with the existing or planned bike lanes. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As detailed previously, sidewalks currently exist on portions of Poplar Avenue and Catawba Avenue. Implementation of the Project would include roadway improvements on Poplar Avenue and Catawba Avenue that include new sidewalks along the Project frontages. Because no sidewalks currently exists along the Project site frontages, the Project would improve pedestrian facilities and the sidewalk network. The proposed Project would not conflict with pedestrian facilities, but instead would provide additional facilities. Thus, impacts related to pedestrian facilities would not occur.

IMPACT TR-2: WOULD THE PROJECT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B) REGARDING VEHICLE MILES TRAVELED?

Less than Significant with Mitigation Incorporated. As described previously, State CEQA Guidelines Section 15064.3(b) focus on determining the significance of VMT-related transportation impacts. As detailed previously, the City of Fontana’s *Transportation Impact Analysis Guidelines* contain the following screening

thresholds to assess whether a project has the potential to result in an impact and further VMT analysis is required. If the Project meets any of the following screening thresholds, then the VMT impact of the Project is considered less than significant and further VMT analysis is not required.

1. Projects located within a TPA.
2. Projects within a low VMT screening area.
3. Local serving land use projects.
4. Projects generating less than 500 ADTs.

The applicability of each screening criteria in comparison to the proposed Project is discussed below.

Screening Criteria 1 - Transit Priority Area Screening: According to the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact. The Project site is not located in a TPA; therefore, the Project **would not** satisfy the requirements of Screening Criteria 1 – TPA screening.

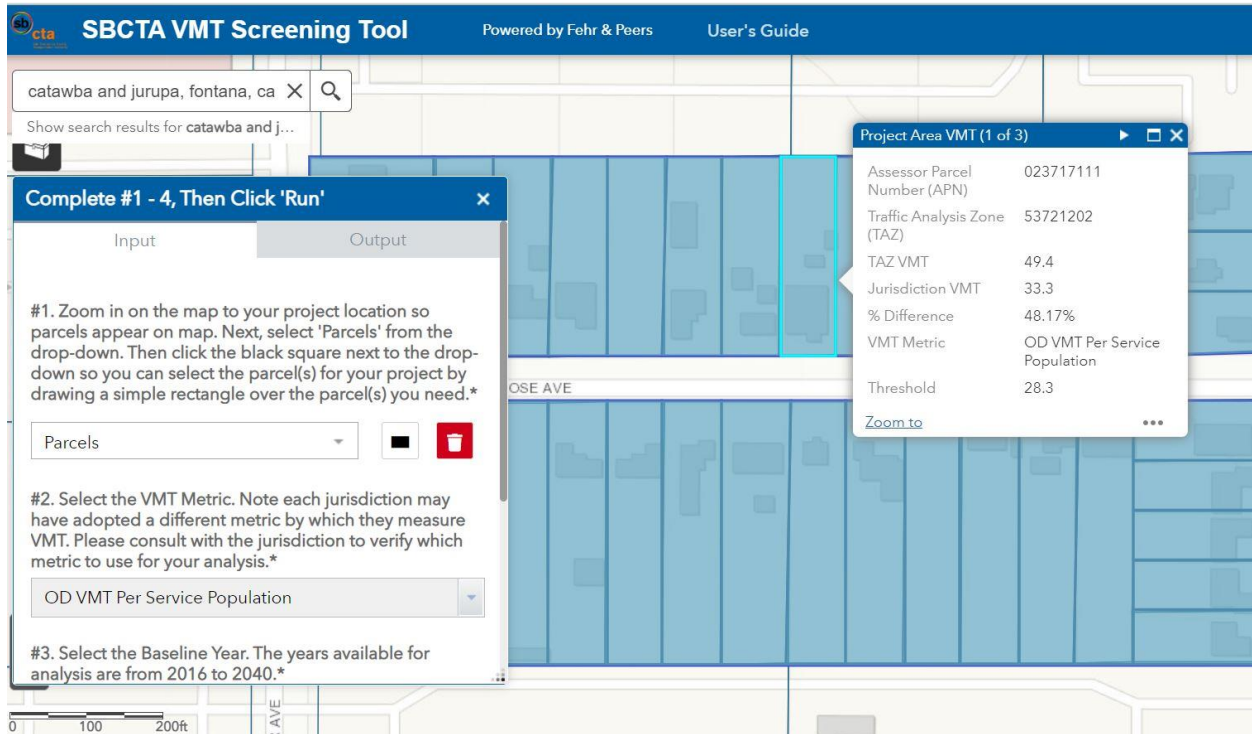
Screening Criteria 2 - Low VMT Area Screening: The City's guidelines include a screening threshold for projects located in a low VMT generating area. A Low VMT generating area is defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is 15% less than the baseline level for the County. The Project site was evaluated using the SBCTA VMT Screening Tool (SBCTA VMT Screening Tool (arcgis.com)). As shown in Figure 5.14-1, the Countywide VMT/Service Population is 33.3 and the VMT/Service Population for the area that includes the Project site is 49.4, which is above the County average; and therefore, **would not** meet Screening Criteria 2 – Low-VMT Area Screening.

Screening Criteria 3 – Low Project Type: According to the City's guidelines, projects which propose local serving retail (retail projects less than 50,000 square feet) or other local serving uses would have a less than significant impact on VMT. The types of projects considered local serving include supermarkets, hair/nail salon, walk-in medical clinics/urgent care, K-12 schools, day care centers, and community institutions such as libraries, fire stations, etc. The proposed Project does not consist of a local serving land use. Therefore, it **would not** satisfy the requirements for Screening Criteria 3– Low Project Type.

Screening Criteria 4 – Net Daily Trips less than 500 ADT: According to the City's guidelines, projects which would generate fewer than 500 ADT would not cause a substantial increase in the total citywide or regional VMT. As shown in Table 5.14-1, the Project would result in an increase of 300 daily trips. Because the project would generate an increase of less than 500 ADT, it **would** satisfy the requirements for Screening Criteria 4 – Net Daily Trips less than 500 ADT.

As detailed above, the proposed Project would meet Screening Criteria 4 because it would generate fewer than 500 ADT. Thus, the Project would have a less than significant impact on VMT and further analysis is not required.

Figure 5.14-1: SBCTA VMT Screening Tool Results



This page intentionally left blank.

IMPACT TR-3: WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

Less than Significant Impact. The proposed industrial development includes only a light industrial warehouse facility. There are no proposed uses that would be incompatible. The development would also not increase any hazards related to a design feature. Access to the Project site would be provided from two driveways along Poplar Avenue and two driveways along Santa Ana Avenue. Separate passenger vehicle driveways would be provided to limit potential incompatibility between trucks and passenger car movements. The onsite circulation design provides fire truck accessibility and turning ability throughout the site. The Project includes paving and ROW improvements, including streetlights, curb, gutter, sidewalk, and parkway landscape along the Project site frontage of Poplar Avenue and Santa Ana Avenue. Sight distance at the Project driveways would be reviewed to ensure compliance with City standards at the time of final grading, landscape, and street improvement plan reviews. Compliance with existing regulations would be ensured through the City's development permitting process. As a result, impacts related to vehicular circulation design features would be less than significant.

IMPACT TR-4: WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?

Less than Significant Impact. The proposed Project would not result in inadequate emergency access. Direct access to the proposed Project would be from two driveways along Poplar Avenue and two driveways along Santa Ana Avenue, which are directly adjacent to the site. Construction activities would occur within the proposed Project site and would not restrict access of emergency vehicles to the site or adjacent areas. In addition, travel along Poplar Avenue and Santa Ana Avenue would remain open and would not interfere with emergency access in the site vicinity. The proposed Project is required to design and construct internal access, and size and location of fire suppression facilities (e.g., hydrants and sprinklers) to conform to Fontana Fire Protection District standards. The Fontana Fire Protection District would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As such, the proposed Project would not result in inadequate access, and impacts would be less than significant.

5.14.7 CUMULATIVE IMPACTS

Vehicle Miles Traveled

The Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* states that "a project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact." As discussed under Impact TR-2, the Project would meet Screening Criteria 4 because it would generate fewer than 500 ADT. Therefore, the proposed Project would not result in a cumulatively considerable impact related to VMT and cumulative traffic impacts would be less than significant.

Design and Roadway Hazards

The evaluation of Impact TR-3 concluded that the proposed Project would not result in significant impacts related to incompatible uses or hazards due to roadway design. The proposed circulation layout would be required to be installed in conformance with City design standards to ensure that no potentially hazardous design features or inadequate emergency access would be introduced by the Project that could combine with potential hazards from other projects. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews by police and fire protection authorities that would not allow potential cumulatively considerable design hazards. Therefore, potential impacts related to circulation design features would not occur from the Project and would not combine with hazards from other projects. Thus, cumulative impacts would be less than significant.

Alternative Transportation

The evaluation of Impact TR-1 concluded that the proposed Project would not result in significant impacts related to alternative transportation or policies addressing the circulation system. Cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews of sidewalk, bike lane, and bus stop designs that would not allow potential cumulatively considerable impacts related to alternative transportation. Therefore, the Project would not cumulatively combine with other projects to result in impacts related to alternative transportation. Thus, cumulative impacts would be less than significant.

5.14.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- SB 743
- SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy
- City of Fontana DIF Program

Plans, Programs, or Policies (PPPs)

None.

5.14.9 PROJECT DESIGN FEATURES

None.

5.14.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts TR-1 through TR-4 would be less than significant.

5.14.11 MITIGATION MEASURES

None.

5.14.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation is required. Impacts would be less than significant.

REFERENCES

California Department of Transportation. "Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance." 18 December 2020. <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/policy/interim-ldigr-safety-guidance-memo-revision1-and-guidance-a11y.pdf>

City of Fontana General Plan, 2018. Accessed: <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

City of Fontana General Plan Update EIR. Accessed: <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

City of Fontana Transportation Impact Analysis Guidelines, 2020. Accessed: <https://www.fontana.org/DocumentCenter/View/35928/TIA-Guidelines---VMT-Assessment>

EPD Solutions, Inc. "Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis", 2022. Appendix M.

This page intentionally left blank.

5.15 Tribal Cultural Resources

5.15.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources (TCR) associated with implementation of the Project. The analysis in this section is based, in part, on the following documents and resources:

- *Cultural Resources Study for the Poplar South Distribution Center Project*; Brian F. Smith and Associates; 5 August 2022; Appendix E
- *City of Fontana General Plan 2015-2035*, Adopted 13 November 2018
- *City of Fontana General Plan 2015-2035 Environmental Impact Report*, Certified 10 August 2018
- *City of Fontana Code of Ordinances*

Additionally, part of this analysis is based upon Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project region.

5.15.2 REGULATORY SETTING

5.15.2.1 Federal Regulations

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 regulates the protection of archaeological resources and sites on federal and Native American lands. The ARPA regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the ARPA included a requirement for public awareness programs regarding archaeological resources (NPS 2018).

Native American Graves Protection and Repatriation Act (NAGPRA)

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

5.15.2.2 State Regulations

California Senate Bill 18

Senate Bill 18 (SB 18) (California Government Code Section 65352.3) sets forth requirements for local governments to consult with California Native American tribes identified by the NAHC to aid in the protection of TCR. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning to protect or mitigate impacts on TCR. The Tribal Consultation Guidelines: Supplement to General Plan Guidelines (OPR, 2005), identifies the following contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request

consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).

- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

Because the Project includes a General Plan and Specific Plan Amendment, it is subject to the statutory requirements of SB 18 Tribal Consultation Guidelines.

California Assembly Bill 52

Assembly Bill 52 (AB 52) established a requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources Code (PRC) Section 21074(a) defines "tribal cultural resources" as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either "[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources" or "in a local register of historical resources." Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered TCR (PRC Sections 21074(b), (c)). The lead agency may also in its discretion treat a resource as a TCR if it is supported with substantial evidence.

Projects for which a notice of preparation for a Draft EIR was filed on or after July 1, 2015, are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect TCRs. PRC Section 21080.3.1(b) defines "consultation" as "the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement." Consultation must "be conducted in a way that is mutually respectful of each party's sovereignty [and] recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance." The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency's determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe's request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

California Public Resources Code, Sections 5097.9 to 5097.991

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

5.15.2.3 Local Regulations

Fontana General Plan

The City of Fontana General Plan contains the following goals and policies related to TCR's that are applicable to the Project:

Community and Neighborhoods Element

Goal 1 The integrity and character of historic structures, and cultural resources sites within the City of Fontana are preserved.

Policies

- Coordinate city programs and policies to support preservation goals.
- Support and promote community-based historic preservation initiatives.
- Collaborate with the Native American Heritage Commission (NAHC) and local tribal organizations about land development that may affect Native American cultural resources and artifacts.

5.15.3 ENVIRONMENTAL SETTING

Native American Tribes

The Project is within the traditional use territories of the Gabrielino and Serrano people. The prehistoric setting discussion begins at the Paleo Indian Period (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period include mortar and pestle, dart points, and arrow points.

At approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

The Cultural Resources Assessment identified two prehistoric resources within one half mile of the Project site. These prehistoric resources include a prehistoric habitation site and artifact scatter and a prehistoric isolate scatter. None of the archaeological resources are within the Project site.

Based on historical aerials, the Project site was used agriculturally as early as the 1930s. By 1948, the Project site was in the process of being cleared and developed for rural residential use which continued throughout the twentieth century. The Project site is currently entirely developed with 41 individual residential parcels 40 of which are developed with residences with associated detached garages, sheds, and other ancillary structures. The Cultural Resources Study identified 33 historic-era structures within the Project site located at 11005-11093 Poplar Avenue, 15731-15878 Rose Avenue, and 11006-11098 Catawba Avenue (BFSa 2022a). However, results of the historic structure evaluation determined that the structures at 11005-11093 Poplar Avenue, 15731-15878 Rose Avenue, and 11006-11098 Catawba Avenue properties do not qualify for designation under the Fontana Local Register and do not meet the definition of a historical resource under the CRHR or pursuant to CEQA Guidelines § 15064.5 (Urbana 2022). The Project site is not listed on the NAHC Sacred Lands File.

5.15.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to 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:

- TCR-1 Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or
- TCR-2 A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.

5.15.5 METHODOLOGY

The TCR analysis is based on the Cultural Resources Assessment and consultation carried out by the City of Fontana pursuant to AB 52 and SB 18. The Cultural Resources Assessment included an archaeological and historical records search, completed at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on June 16, 2022. This search included the Project site with an additional one-half mile buffer. Pedestrian surveys were conducted at the Project site; see Section 5.4.5 for details on the Methodology. The NAHC was contacted to perform a Sacred Lands File (SLF) search; and local Native American tribes were contacted to elicit local knowledge of cultural resource issues related to the Project.

5.15.6 ENVIRONMENTAL IMPACTS

IMPACT TCR-1: THE PROJECT WOULD NOT 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 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).

Less than Significant with Mitigation Incorporated. Assembly Bill (AB) 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources (TCRs). TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). On June 2, 2022, a Sacred Lands File (SLF) search and a list of Native American tribes who may have knowledge of cultural resources in the Project area was requested from the Native American Heritage Commission (NAHC). On July 5, 2022, the NAHC responded with a list of Native American tribes and that the SLF search yielded negative results for known tribal cultural resources or sacred lands within a 1-mile radius of the Project site.

On August 24, 2022, the City sent letters to all of the Native American tribes that may have knowledge regarding tribal cultural resources in the Project area. The City consulted with each tribe that requested consultation. During the course of the tribal consultation process, no Native American tribe provided the City with substantial evidence indicating that tribal cultural resources, as defined in Public Resources Code Section 21074, are present on the Project Site or have been found previously on the Project Site. However, due to the Project Site's location in an area where Native American tribes are known to have a cultural affiliation, there is the possibility that archaeological resources, including tribal cultural resources, could be encountered during ground disturbing construction activities. As such, Project-specific mitigation measure Mitigation Measure CUL-1 would be implemented to require archaeological and Native American monitoring during any ground disturbing activities on the Project site and to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. With implementation of Mitigation Measure CUL-1, impacts to tribal cultural resources would be less than significant.

IMPACT TCR-2: THE PROJECT WOULD NOT 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 RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1. IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Less than Significant with Mitigation Incorporated. In accordance with Public Resource Code (PRC) Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2. Associated with the lives of persons important to local, California or national history;

3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The Project site does not meet any of the criteria listed above from PRC Section 5024.1(c). As described in the previous response, there are no resources onsite that meet the criteria for the CRHR. None of the Native American tribes contacted by the City provided the City with substantial evidence indicating that tribal cultural resources, as defined in Public Resources Code Section 21074, are present on the Project Site or have been found previously on the Project Site. The Project site contains no known resources significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 However, Mitigation Measure CUL-1 is included to require an archaeological and Native American monitor to be present for all ground disturbing activities to monitor for any unexpected resources that may be unearthed during ground disturbing activities. With implementation of Mitigation Measure CUL-1, impacts to a tribal cultural resource would be less than significant.

As discussed in Section 5.4, *Cultural Resources*, in the unlikely event that human remains are encountered during grading or soil disturbance activities, the California Health and Safety Code Section 7050.5 Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, included as PPP CUL-1) would provide that any potential impacts to human remains and tribal cultural resources would be less than significant.

5.15.7 CUMULATIVE IMPACTS

The Project's potential to result in cumulatively considerable impacts to tribal cultural resources were analyzed in conjunction with other projects located in the influence areas of the tribes in the region. There is potential for tribal cultural resources to be uncovered during construction activities from the Project. Other development projects within the region would have a similar potential to uncover tribal cultural resources. Cumulative impacts would be reduced by each development project's compliance with applicable regulations, consultations required by AB 52, and project-specific mitigation. Project implementation of Mitigation Measures CUL-1 and PPP CUL-1 would reduce project-level impacts to less than significant, and the Project's contribution for cumulatively significant impacts on inadvertent discoveries on tribal cultural resources would also be reduced to less than significant.

5.15.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Government Code Sections 5097.9-5097.99
- California Health and Safety Code Section 7050.5
- California Public Resources Code Sections 21073 et seq. (AB 52)

Plans, Programs, or Policies (PPPs)

CUL-1: Human Remains. If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the San Bernardino County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make

recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

5.15.9 PROJECT DESIGN FEATURES

None.

5.15.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation the following impacts would be **potentially significant**:

- Impact TCR-1: Earth-disturbing activities during construction may inadvertently uncover tribal cultural resources.
- Impact TCR-2: Inadvertent discovery of subsurface artifacts may be of Native American heritage and be potentially significant.

5.15.11 MITIGATION MEASURES

Mitigation Measure CUL-1: Archaeological Monitoring. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City Planning Division, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A, stating that qualified archeologists have been retained and will be present at pre-grade meetings and for all initial ground disturbing activities, up to five feet in depth. Additionally, tribal monitor(s) shall be required on-site during all ground-disturbing activities.

Archaeological and Native American monitoring and excavation during construction shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken.

Upon discovery of any tribal cultural or archaeological resources, construction activities shall be halted within 60 feet of the find until the find can be assessed. All cultural, tribal and archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor. If the resources are Native American in origin, interested Tribes (as a result of correspondence with area Tribes) shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation takes place.

Preservation in place shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavation to remove the resource along the subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

5.15.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Mitigation Measures CUL-1 and existing regulatory programs and requirements described in Section 5.4 and herein Section 5.15 would reduce potential impacts associated with TCRs for Impacts TCR-1 and TCR-2 to less than significant. Therefore, no significant unavoidable adverse impacts related to TCRs would occur.

REFERENCES

Brian F. Smith and Associates, Inc. A Cultural Resources Study for the Poplar South Distribution Center Project. 5 August 2022. (BFSa 2022a). Appendix E.

City of Fontana. General Plan Update 2015-2035. 13 November 2018. Accessed: 3 February 2023. <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

City of Fontana. General Plan Update 2015-2035 Draft Environmental Impact Report. 8 June 2018. Accessed: 3 February 2023. <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

Urbana Preservation and Planning. Historical Resource Summary 11005-11093 Poplar Avenue, 15731-15878 Rose Avenue, 11006-11098 Catawba Avenue, Fontana, California. 3 November 2022. (Urbana 2022). Appendix F.

5.16 Utilities and Service Systems

5.16.1 INTRODUCTION

This section of the Draft EIR evaluates the potential effects on utilities and service systems from implementation of the proposed Project by identifying anticipated demand and existing and planned utility availability. This includes water supply and infrastructure, wastewater, drainage, and solid waste. Electric power, natural gas, and telecommunications are discussed below; additionally, energy resource uses are further described in Section 5.5, *Energy*. Water supply and infrastructure capacity information in this section is from:

- *City of Fontana General Plan*, November 2018
- *Fontana Forward General Plan Update 2015-2035 Draft Environmental Impact Report*, June 2018
- *City of Fontana Code of Ordinances*
- *San Gabriel Valley Water Company Fontana Water Company Division 2020 Urban Water Management Plan*, June 2021

Because CEQA focuses on physical environmental effects, this section analyzes whether increases in demand for water and wastewater utilities would result from implementation of the Project that would result in significant adverse physical environmental effects. For example, an increase in wastewater generation, by itself, would not be considered a physical change in the environment; however, physical changes in the environment resulting from the construction of new facilities or an expansion of existing wastewater facilities could constitute a significant impact under CEQA.

5.16.2 WATER

5.16.2.1 WATER REGULATORY SETTING

5.16.2.1.1 Federal Water Regulatory Setting

Clean Water Act

The Clean Water Act (CWA) was enacted by Congress in 1972 and is the primary federal law regulating water quality in the United States. The objective of the CWA is to reduce or eliminate water pollution in the nation's rivers, streams, lakes, and coastal waters. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The United States Environmental Protection Agency (USEPA) has delegated the responsibility for administration of CWA portions to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The SDWA authorizes the USEPA to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. The law was amended in 1986 and 1996 to recognize source water protection, operator training, funding for water system improvements, and public information

as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap. The US EPA, states, and water systems then work together to make sure that these standards are met. The Safe Drinking Water Act applies to every public water system in the United States.

5.16.2.1.2 State Water Regulatory Setting

California Urban Water Management Planning Act

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA), requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. CUWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 acre-feet of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents of UWMP's as well as methods for urban water suppliers to adopt and implement the plans.

Senate Bill 610

Senate Bill (SB) 610 requires public urban water suppliers with 3,000 or more service connections to identify existing and planned sources of water for planned developments of a certain size. It further requires the public water system to prepare a specified water supply assessment (WSA) for projects that meet the following criteria:

- a) A proposed residential development of more than 500 dwelling units;
- b) A proposed shopping center employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- c) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- d) A hotel or motel, or both, with more than 500 rooms;
- e) An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area; and
- f) A mixed-use project that includes one or more of the projects above.

The components of a WSA include existing water demand, future water demand by the project, and must ensure that water is available for the project during normal years, a single dry year, and multiple dry years during a 20-year future projection period. The WSA must also describe whether the project's water demand is accounted for in the water supplier's UWMP. Supplies of water for future water supply must be documented in the WSA.

CalGreen Building Code

California Code of Regulations Title 24, Part 11, establishes the California Green Building Code or CALGreen. The CALGreen Code is updated every three years. It was recently updated in 2022 and became effective January 1, 2023. CALGreen sets forth water efficiency standards (i.e., maximum flow rates) for all new plumbing and irrigation fittings and fixtures

5.16.2.1.3 Local Water Regulatory Setting

Fontana General Plan Update

The Fontana General Plan Update includes the following goals, policies, and programs that are applicable to the Project:

Infrastructure and Green Systems Element

Goal 1 Fontana collaborates with public and private agencies for an integrated and sustainable water resource management program.

Policy

- Support initiatives to provide a long term supply of the right water for the right use through working with regional providers and the One Water One Watershed Plan.

Goal 2 Fontana promotes use of non-potable water for uses where drinking water is not needed.

Policies

- Encourage use of processed water from the IEUA systems using recycled water for all non-drinking water purposes.
- Promote laundry-to-landscape greywater systems for single-family units.

Goal 3 The City continues to have an effective water conservation program.

Policies

- Support landscaping in public and private spaces with drought-resistant plants.
- Continue successful city water conservation programs and partnerships.

Goal 4 The City of Fontana consistently seeks reasonable rates from the city's drinking water providers.

Policy

- Support City negotiations to keep drinking water rates reasonable for residents and other users.

Goal 6 Fontana has a stormwater drainage system that is environmentally and economically sustainable and compatible with regional One Water One Watershed standards.

Policies

- Continue to implement the water-quality management plan for stormwater management that incorporates low-impact and green infrastructure standards.
- Promote natural drainage approaches (green infrastructure) and other alternative non-structural and structural best practices to manage and treat stormwater.
- Use street parkways to treat and infiltrate runoff for new developments and redevelopments.

Sustainability and Resilience Element

Goal 1 Conservation of water resources with best practices such as drought-tolerant plant species, recycled water, greywater systems, has become a way of life in Fontana.

Policy

- Continue to promote and implement best practices to conserve water.

5.16.2.2 WATER ENVIRONMENTAL SETTING

The Project site is located within the water service area of the Fontana Water Company (FWC), which provides retail water service to an area of approximately 52 square miles in San Bernardino County. FWC’s service area boundaries include most of Fontana, portions of Rialto and Rancho Cucamonga, and unincorporated areas of San Bernardino County.

FWC participates in the San Gabriel Valley Water Company Fontana Water Company Division Urban Water Management Plan (2020). This Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated water supplies and demands for the next 20 years for the region that FWC services including most of the City of Fontana, portions of the Cities of Rialto and Rancho Cucamonga and unincorporated areas of San Bernardino County.

FWC operates a network of water pipelines, reservoirs, pumping and water treatment facilities to deliver treated drinking water to its customers.

Currently, there is an existing 6-inch domestic water line located in Rose Avenue and an existing 4-inch domestic water line in Poplar Avenue. The existing 6-inch domestic water line within Rose Avenue is to be abandoned. The Project would install new 3-inch water lines that would connect to the existing 4-inch water line in Poplar Avenue.

Water Supply and Demand

FWC has four sources of water supply: groundwater pumped from FWC-owned and operated wells from the underlying Chino Basin, Rialto-Colton/No Man’s Land Basins, and Lytle Basin; local surface water diverted from Lytle Creek, treated at the Summit Plant; untreated, imported surface water from the State Water Project (SWP) purchased from the Inland Empire Utilities Agency (IEUA) and San Bernardino Valley Municipal Water District (SBVMWD), treated at the Summit Plant; and recycled water purchased from IEUA. Table 5.16-1 summarizes FWC’s current retail water supplies. As shown on Table 5.16-1, in 2020 the FWC obtained the majority of its water supply from non-desalinated groundwater in the Chino Basin.

Table 5.16-1: FWC Water Supply 2020

Water Supply	Source	Actual Volume (acre-feet)	Water Quality
Retail			
Purchased or Imported Water	IEUA	10,027	Other Non-Potable Water
Purchased or Imported Water	SBVMWD	0	Other Non-Potable Water
Groundwater (not desalinated)	Chino Basin	11,859	Drinking Water
Groundwater (not desalinated)	Rialto-Colton Basin	2,538	Drinking Water
Groundwater (not desalinated)	Lytle Basin	6,422	Drinking Water

Groundwater (not desalinated)	No Man's Land Basin	2,633	Drinking Water
Surface Water (not desalinated)	Lytle Creek	5,965	Drinking Water
Recycled Water	IEUA	387	Other Non-Potable Water
Total Volume of Potable Water in AF		29,417	Drinking Water
Total Volume of Non-Potable Water in AF		10,414	Non-Potable Water
Total		39,831	All

Source: UWMP 2020.

Table 5.16-2 summarizes FWC’s projected overall water supplies. As shown in Table 5.16-2, the 2020 UWMP estimates that water supplies in the future are anticipated to be obtained through a similar mix of purchased or imported water, groundwater, and recycled water. The 2020 UWMP anticipates that the FWC’s water supply will increase from 45,593 AF in 2025 to 51,943 AF in 2045 (increase of 6,350 AF) to meet the FWC’s anticipated growth in water demands.

Table 5.16-2: FWC Projected Water Supply (AF)

Water Supply	Source	2025	2030	2035	2040	2045
Retail						
Purchased or Imported Water	IEUA	15,000	15,000	15,000	15,000	15,000
Purchased or Imported Water	SBVMWD	3,200	3,200	3,200	3,200	3,200
Groundwater (not desalinated)	Chino Basin	9,278	9,983	11,128	12,293	13,183
Groundwater (not desalinated)	Rialto Basin (Including No Man's Land)	5,865	5,976	6,087	6,199	6,310
Groundwater (not desalinated)	Lytle Basin	6,390	6,390	6,390	6,390	6,390
Surface Water (not desalinated)	Lytle Creek	4,860	4,860	4,860	4,860	4,860
Recycled Water	IEUA	1,000	1,500	2,000	2,500	3,000
Total Volume of Potable Water in AF		26,393	27,709	29,465	31,242	32,743
Total Volume of Non-Potable Water in AF		19,200	19,200	19,200	19,200	19,200
Total		45,593	46,909	48,665	50,442	51,943

Source: UWMP 2020.

The 2045 projections anticipate that approximately 35 percent of supply would be from purchased or imported water, approximately 50 percent would be from groundwater, approximately 9 percent from surface water, and approximately 6 percent from recycled water.

Table 5.16-3: FWC Projected Water Demand (AF)

Water Supply	2025	2030	2035	2040	2045
Potable Water, Raw, Other Non-potable	44,593	45,409	46,665	47,942	48,943
Recycled Water	1,000	1,500	2,000	2,500	3,000
Total Water Demand	45,593	46,909	48,665	50,442	51,943

Source: UWMP 2020.

Projected demands for FWC were developed using populations projections and recent per capita water use for FWC’s service area. Using SB X7-7’s method (80 percent of base daily per capita water use), daily average water use was divided by the service area population to obtain baseline and target GPCD (UWMP 2020). Growth rates were based on a forecast of future population prepared by the Southern California Association of Governments (SCAG). Further, FWC selected a baseline demand of 165 gallons per capita per day (GPCD) to project future water demands from 2025 through 2045. The water demand

projections, as shown in Table 5.16-3 for 2025 through 2045 demonstrate that FWC’s demands will be consistent with projected water supply. Additionally, as shown in Table 5.16-4, FWC has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and accompanying increases in water demand if conservation measures are implemented as expected (UWMP 2020).

Table 5.16-4: FWC Projected Water Demand in Normal, Single and Multiple Dry Years (AF)

Water Source	2025	2030	2035	2040	2045
Normal Year					
Supply Totals	45,593	46,909	48,665	50,442	51,943
Demand Totals	45,593	46,909	48,665	50,442	51,943
Difference	0	0	0	0	0
Single Dry Year					
Supply Totals	34,006	34,987	36,297	37,623	38,742
Demand Totals	34,006	34,987	36,297	37,623	38,742
Difference	0	0	0	0	0
Multiple Dry Years					
First Year					
Supply Totals	42,886	44,124	45,776	47,447	48,859
Demand Totals	42,886	44,124	45,776	47,447	48,859
Difference	0	0	0	0	0
Second Year					
Supply Totals	41,415	42,610	44,206	45,820	47,183
Demand Totals	41,415	42,610	44,206	45,820	47,183
Difference	0	0	0	0	0
Third Year					
Supply Totals	34,074	35,057	36,369	37,697	38,819
Demand Totals	34,074	35,057	36,369	37,697	38,819
Difference	0	0	0	0	0
Fourth Year					
Supply Totals	34,006	34,987	36,297	37,623	38,742
Demand Totals	34,006	34,987	36,297	37,623	38,742
Difference	0	0	0	0	0
Fifth Year					
Supply Totals	36,526	37,580	38,987	40,411	41,613
Demand Totals	36,526	37,580	38,987	40,411	41,613
Difference	0	0	0	0	0

Source: UWMP 2020.

Groundwater: FWC produces potable groundwater from three basins: the Chino Basin, the Rialto-Colton Basin and the Lytle Basin, all of which are subbasins of the Upper Santa Ana Valley Basin. The Chino Basin, (Basin Number 8-2.01) contains 235 square miles of the upper Santa Ana River, from which FWC sources most of its water. FWC currently receives groundwater from 12 active wells in the Chino Basin at a pumping capacity of 23,123 gallons per minute (gpm). Additionally, the FWC produces water from seven active wells in the Rialto-Colton Basin (Basin Number 8-2.04) with a pumping capacity of 4,659 gpm and from ten active wells in the Lytle Basin at a current pumping capacity of 9,440 gpm.

Purchased or Imported Water: FWC purchases untreated, imported water from both IEUA and SBVMWD for non-potable uses. Untreated imported SWP water purchased from IEUA is sourced by the Metropolitan Water District of Southern California (MWD) which is then treated at FWC’s Summit Plant. The Summit Plant receives SWP water from IEUA through MWD’s Rialto Pipeline via a 30-inch turnout/raw water line to the energy dissipation facility located at the northwest corner of the Summit Plant.

FWC's current SWP allocation with IEUA is 10,000 AFY, with additional carryover water available on a year-to-year basis. As shown in Table 5.16-1, FWC obtained 10,027 AF of water in 2020. This current allocation will expire on December 31, 2024. However, FWC will request a new allocation of 15,000 AFY of SWP water from IEUA when the allocation is renewed for the Summit Plant Expansion in 2025.

Untreated, imported SWP water purchased from SBVMD is treated at FWC's Summit Plant. SBVMWD is an independent SWP contractor with a service area covering approximately 353 square miles in southwestern San Bernardino County. Since a portion of FWC's service area is within SBVMWD's service boundary, FWC can receive imported untreated SWP water to serve the designated service area via a 14 cubic feet per second connection. However, FWC has not received any water from SBVMWD from 2016 to 2020 as shown in Table 5.16-1.

Recycled Water: FWC sources recycled water from the IEUA. IEUA operates four Regional Water Recycling Plants (RPs), including RP-1, RP- 4, RP-5, and the Carbon Canyon Water Recycling Facility (CCWRF) which treat wastewater within IEUA's overall service area. The Regional Water Recycling Plant that treats local wastewater generated by the City of Fontana is RP-4 and is located in the City of Rancho Cucamonga. On average, RP-4 treats approximately 10 MGD of wastewater and is operated in conjunction with RP-1 to provide recycled water to customers.

Recycled water can be used for groundwater recharge and storage and for irrigation or other approved industrial processes. FWC's recycled water supply is expected to increase since FWC established an agreement with the City of Fontana for the direct use of recycled water in the southern portion of FWC's service area known as IEUA's 1158 Zone. This agreement, known as the 1158 Zone Recycled Water Project, is expected to provide up to approximately 2,000 AFY of recycled water to schools, parks, and commercial customers in the City of Fontana. The 1158 Zone Recycled Water Project began delivering recycled water to customers in late 2016. Additional facilities are required to accept delivery of recycled water from IEUA for delivery to FWC's customers in other portions of the City of Fontana.

In addition, the City of Fontana is entitled to use up to approximately 12,000 AFY of tertiary treated recycled water as part of an existing agreement with IEUA. In 2020, FWC signed an agreement with the City of Fontana to purchase its balance of tertiary treated recycled water recharged into the Chino Basin by IEUA. The recharge will offset FWC's replenishment obligation, when available.

Surface Water: FWC has the right to divert and pump groundwater up to a maximum of 50,400 AFY out of the Lytle Creek Region. This allotted amount includes up to 36,200 AFY of allowable combined surface and groundwater extractions to augment deficiencies in surface water diversions (UWMP 2020).

As shown in Table 5.16-2, it is projected that approximately 4,860 AFY will be available from Lytle Creek in normal years for the next 25 years. However, Lytle Creek surface water supplies have the potential to be reduced by as much as 83 percent future single-dry or multiple dry years.

Water Infrastructure

The Project site is currently served by the FWC water utility and would connect to the existing water infrastructure. In addition, the existing 6-inch domestic water line within Rose Avenue would be abandoned and the Project would install new 3-inch water lines that would connect to the existing 4-inch water line along Poplar Avenue.

5.16.2.3 WATER THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-1 Require or result in the construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-2 Not have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years.

5.16.2.4 WATER SERVICE METHODOLOGY

The evaluation of water supply quantifies the amount of water that would be required to support operation of the proposed Project and compares the demand to the FWC's available water supply to identify if sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years. Additionally, the existing water supply infrastructure that serves the Project site was identified and evaluated to ensure design capacity would be adequate to supply the proposed Project, or to identify if expansions would be required to serve the proposed development.

5.16.2.5 WATER ENVIRONMENTAL IMPACTS

IMPACT UT-1: WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. The proposed Project would redevelop 41 parcels into a 490,565 SF warehouse, which is currently served by FWC's water infrastructure. As discussed above, Rose Avenue contains a 6-inch domestic water line, and Poplar Avenue contains a 4-inch water line. These water pipelines currently provide water supplies to the Project site and surrounding adjacent areas. The Project would connect to the existing water infrastructure and would construct new 3-inch water lines that would connect to the existing 4-inch water line along Poplar Avenue. Additional offsite water infrastructure would not be required to be constructed to serve the proposed Project.

The new and existing onsite water lines would convey water supplies to the proposed light industrial, office uses, and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

The construction activities related to the new onsite water infrastructure that would be needed to serve the proposed warehouse facility is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, construction emissions for excavation and installation of the water infrastructure are included in Sections 5.2, *Air Quality*, and 5.7, *Greenhouse Gas Emissions*. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

IMPACT UT-2: WOULD THE PROJECT HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS?

Less than Significant Impact. The Project would redevelop the Project site with approximately 490,565 SF of industrial uses. *Table 5.16-3: FWC Projected Water Demand (AF)*, of the 2020 UWMP outlines water demand determined by population projections and per capita water use. Using the water baseline of 165 gallons of potable water per capita per day provided by the UWMP and approximate number of employees of 411 as mentioned in Section 5.12 Population and Housing, the Project is anticipated to have a water demand of approximately 75.96 AFY.

The 2020 UWMP anticipates that the FWC's water supply will increase from 45,593 AF in 2025 to 51,943 AF in 2045 (increase of 6,350 AF) to meet the FWC's anticipated growth in water demands.

The UWMP assessed the projected water demand and supply in the service area and concluded that FWC has an adequate water supply to meet all demands within its service area through 2045. Further, FWC anticipates an increase in industrial demand from 4,010 in 2025 to 4,312 in 2045 and in total demand from 44,593 AFY in 2025 to 48,943 AFY in 2045 within the service area. The Project's additional demands of 75.96 AFY is less than the assumed increase in the forecasted industrial demands in the UWMP; therefore, the Project's relatively small increase in water demand would not cause demand to exceed the 2045 projected industrial demands for FWC.

In addition, according to the 2020 UWMP, FWC has verified that it has the water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that would meet the projected demand associated with the Project, in addition to existing and planned future uses.

Based on the above, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand at buildout, in addition to forecast demand for FWC's entire service area. Thus, impacts related to the need for new or expanded water supplies and entitlements would be less than significant.

5.16.2.6 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

The following standard regulations would reduce potential impacts related to water supplies:

- California Code of Regulations Title 24, Part 11; the California Green Building Code

5.16.2.7 PROJECT DESIGN FEATURES

None.

5.16.2.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts UT-1 and UT-2 would be less than significant.

5.16.2.9 WATER MITIGATION MEASURES

No mitigation measures are required.

5.16.2.10 WATER LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to water supplies or water infrastructure would occur.

5.16.3 WASTEWATER

5.16.3.1 WASTEWATER REGULATORY SETTING

5.16.3.1.1 Local Wastewater Regulatory Setting

Fontana General Plan

The Fontana General Plan Update includes the following goals, policies, and programs that are applicable to the Project:

Infrastructure and Green Systems Element

Goal 2 Fontana promotes use of non-potable water for uses where drinking water is not needed.

Policies

- Encourage use of processed water from the IEUA systems using recycled water for all non-drinking water purposes.
- Promote laundry-to-landscape greywater systems for single-family units.

Goal 5 Fontana collaborates closely with the Inland Empire Utility Agency to promote innovative and resource-efficient systems and reduce sewer fees.

Policies

- Support and participate in IEUA programs that help Fontana be more resource-efficient.
- Support incorporation of greywater systems in new developments.

Sustainability and Resilience Element

Goal 1 Conservation of water resources with best practices such as drought-tolerant plant species, recycled water, greywater systems, has become a way of life in Fontana.

Policy

- Continue to promote and implement best practices to conserve water.

5.16.3.2 WASTEWATER ENVIRONMENTAL SETTING

FWC provides wastewater collection, treatment, and recycled water services throughout its service area, including to the Project site.

Treatment services in FWC's area are provided by both the IEUA and the City of Rialto. The City of Rialto services only the portion of FWC's service area located in the City of Rialto. Therefore, the City of Fontana, which includes the Project area, receives treatment services only from the IEUA. IEUA operates four Regional Water Recycling Plants (RPs) within its service area including RP-1, RP- 4, RP-5, and the Carbon Canyon Water Recycling Facility (CCWRF) which treat wastewater and recycled water within IEUA's overall service area. The four RP's have a combined capacity of 86 MGD which is equivalent to 96,396 AFY (UWMP 2020). RP-4, located in the City of Rancho Cucamonga is the designated plant to treat wastewater generated by the City of Fontana. In 2020, RP-4 collected and treated approximately 13,807 AFY of wastewater from the City of Fontana (UWMP 2020). On average, RP-4 treats approximately 10 million gallons per day and has a capacity to treat 14 million gallons per day (UWMP 2020).

The Project would install new 8-inch sewer lines to connect to the existing 8-inch sewer lines in Poplar Avenue and Catawba Avenue that would serve the Project site. A sewer lift station is also proposed in the northwest portion of the site.

5.16.3.3 WASTEWATER THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-3 Require or result in the construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-4 Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.16.3.4 WASTEWATER SERVICE METHODOLOGY

The evaluation of wastewater infrastructure quantifies the amount of wastewater that would be generated from operation of the proposed Project and compares the demand to the existing and planned sewer infrastructure and wastewater treatment plants. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.16.3.5 WASTEWATER ENVIRONMENTAL IMPACTS

IMPACT UT-3: WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WASTEWATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. The Project would develop and operate a new industrial warehouse facility that would generate wastewater. The Project would install onsite sewer infrastructure to connect to the existing 8-inch sewer lines in Poplar Avenue and Catawba Avenue including a sewer lift station in the northwest portion of the site in order to accommodate the existing water line. Installation of the onsite sewer infrastructure is part of construction of the proposed Project would not result in any physical environmental effects beyond those described throughout this document.

FWC provides wastewater treatment to the Project area via IEUA. IEUA has four wastewater treatment facilities located throughout its service area that are interconnected to provide for operational flexibility, improved reliability, and deliveries of recycled water. RP-4 is the Regional Water Recycling Plant designated to service the City of Fontana and has a treatment capacity of 14 million gallons per day which is equivalent to 15,692 AFY (UWMP 2020). In 2020, RP-4 collected and treated approximately 14,178 AF of wastewater, 13,807 AF of which came from the City of Fontana (UWMP 2020).

According to the City of Fontana 2013 Sewer System Master Plan, general industrial uses generate approximately 500 gallons per day (gpd) per acre. Thus, the proposed Project would generate approximately 9,540 gallons of wastewater per day (500 gpd per acre × 19.08 acres = 9,540 gpd) or 10.67 AFY.

Under existing conditions, RP-4 has an excess treatment capacity of approximately 1.4 million gallons per day. As such, implementation of the Project would utilize approximately 0.7 percent of RP-4's daily excess treatment capacity. Thus, the wastewater treatment plant has ample capacity, and the Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations) to serve the proposed Project. Therefore, impacts related to wastewater infrastructure would be less than significant.

IMPACT UT-4: WOULD THE PROJECT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT WOULD SERVE THE PROJECT THAT IT HAS INADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS EXISTING COMMITMENTS?

Less than Significant Impact. As described previously, RP-4 is the Regional Water Recycling Plant designated to service the City of Fontana and has a treatment capacity of 14 million gallons per day which is equivalent to 15,692 AFY (UWMP 2020). In 2020, RP-4 collected and treated approximately 14,178 AF of wastewater, 13,807 AF of which came from the City of Fontana (UWMP 2020). Under existing conditions, RP-4 has an excess treatment capacity of approximately 1.4 million gallons per day. Implementation of the Project would utilize approximately 0.7 percent of RP-4's daily excess treatment capacity. Therefore, the proposed Project would not result in impacts related to wastewater treatment capacity.

5.16.3.6 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

The following existing regulations would reduce potential impacts related to wastewater:

- California Code of Regulations Title 24, Part 11; the California Green Building Code

5.16.3.7 PROJECT DESIGN FEATURES

None.

5.16.3.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts UT-3 and UT-4 would be less than significant.

5.16.3.9 WASTEWATER MITIGATION MEASURES

No mitigation measures are required.

5.16.3.10 WASTEWATER LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to wastewater infrastructure would occur.

5.16.4 STORM WATER DRAINAGE

5.16.4.1 STORM WATER DRAINAGE REGULATORY SETTING

5.16.4.1.1 Local Storm Water Drainage Regulatory Setting

Fontana General Plan Update

The Fontana General Plan Update includes the following goals, policies, and programs that are applicable to the Project:

Infrastructure and Green Systems Element

Goal 1 Fontana collaborates with public and private agencies for an integrated and sustainable water resource management program.

Policy

- Support initiatives to provide a long-term supply of the right water for the right use through working with regional providers and the One Water One Watershed Plan.

Goal 6 Fontana has a stormwater drainage system that is environmentally and economically sustainable and compatible with regional One Water One Watershed standards.

Policies

- Continue to implement the water-quality management plan for stormwater management that incorporates low-impact and green infrastructure standards.
- Promote natural drainage approaches (green infrastructure) and other alternative non-structural and structural best practices to manage and treat stormwater.
- Use street parkways to treat and infiltrate runoff for new developments and redevelopments.

5.16.4.2 STORM WATER DRAINAGE ENVIRONMENTAL SETTING

Topographically, the Project site is relatively flat with an elevation of 1,003 feet above mean sea-level to 1,023 feet above mean sea-level with no areas of significant topographic relief. The existing site is developed as a residential neighborhood. The residential area north of Rose Avenue drains southerly towards Rose Avenue. Runoff from Rose Avenue is then conveyed along Rose Avenue towards Poplar Avenue via overland flow. Flows are collected via curbs and gutters and discharged into the existing 72-inch storm drain within Poplar Avenue. The residential area south of Rose Avenue drains northeast to southwest and into a drainage ditch immediately south of the Project site within the adjacent property.

5.16.4.3 STORM WATER DRAINAGE THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-5 Require or result in the construction of new stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.16.4.4 STORM WATER DRAINAGE METHODOLOGY

The evaluation of stormwater drainage infrastructure quantifies the amount of impervious surfaces and stormwater runoff that would be generated from the proposed Project and identifies if runoff from the Project would be accommodated by the existing stormwater drainage infrastructure. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.16.4.5 STORM WATER DRAINAGE ENVIRONMENTAL IMPACTS

IMPACT UT-5: WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW DRAINAGE FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. Storm water will be collected through roof drains and grate inlets/catch basins and will discharge into an onsite infiltration basin. The Project would construct a underground infiltration basin designed to meet the regional LID structural treatment control best management practices (BMPs) located beneath the proposed truck trailer parking. As mentioned previously, the proposed underground infiltration system would provide retention and infiltration of the proposed Project's stormwater drainage. Overflow from the underground infiltration system would be directed into a proposed 72-inch storm drain line located on Poplar Avenue. The Project would also extend the existing 72-inch storm drain line in Poplar Avenue the northerly property line.

Impacts associated with the Project's proposed onsite stormwater drainage infrastructure are included as part of the construction of the Project and would not result in any physical environmental effects beyond those identified throughout this EIR. As such, there are no environmental impacts that would occur specifically related to the Project's proposed stormwater drainage infrastructure. Therefore, Project impacts due to stormwater drainage infrastructure would be less than significant.

5.16.4.6 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

None.

5.16.4.7 PROJECT DESIGN FEATURES

None.

5.16.4.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact UT-5 would be less than significant.

5.16.4.9 STORM WATER DRAINAGE MITIGATION MEASURES

No mitigation measures are required.

5.16.4.10 STORM WATER DRAINAGE LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to drainage would occur.

5.16.5 SOLID WASTE

5.16.5.1 SOLID WASTE REGULATORY SETTING

5.16.5.1.1 State Solid Waste Regulatory Setting

California Assembly Bill 341

On October 6, 2011, Governor Brown signed AB 341 establishing a state policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal.

California Green Building Standards

Section 5.408.1 Construction waste diversion. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste.

Section 5.410.1 Recycling by occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet a lawfully enacted local recycling ordinance, if more restrictive.

5.16.5.1.2 Local Solid Waste Regulatory Setting

Fontana General Plan Update

The Fontana General Plan Update includes the following goals, policies, and programs that are applicable to the Project:

Infrastructure and Green Systems Element

Goal 8 All residences and businesses have a dependable, environmentally safe means of disposing of solid waste.

Policies

- Continue providing city waste-management services.
- Continue to maximize diversion opportunities and landfill capacity by supporting recycling innovations, such as E-waste, commercial, multifamily and organic waste recycling programs.

5.16.5.2 SOLID WASTE ENVIRONMENTAL SETTING

The City of Fontana is currently served by Burrtec Waste Industries for solid waste and recycling services. Solid waste generated by the Project would be disposed of at the Mid-Valley Sanitary Landfill, located approximately 8.9 roadway miles from the site in Rialto. The Mid-Valley Sanitary Landfill has a current remaining capacity of 61,219,377 tons. The Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste and is permitted to operate through April 2045. In 2021, the average tonnage received was 2,289 tons per day (Calrecycle 2021).

5.16.5.3 SOLID WASTE THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-6 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- UT-7 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.16.5.4 SOLID WASTE METHODOLOGY

Solid waste generation from construction and operation of the Project was estimated using a construction and operation waste generation factor from the Air Quality, Health Risk, Greenhouse Gas and Energy Impact Report prepared by LSA (LSA 2023). Solid waste volumes were then compared with recent estimates of remaining disposal capacity of the landfill serving the City. In addition, potential impacts related to compliance with solid waste regulations was evaluated by identifying how the proposed Project would be implement the relevant requirements.

5.16.5.5 SOLID WASTE ENVIRONMENTAL IMPACTS

IMPACT UT-6: WOULD THE PROJECT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS?

Less than Significant Impact. The proposed Project would result in new development that would generate solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in the 2019 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the City's development Project permitting process.

As discussed above, solid waste generated by the Project would be disposed of at Mid-Valley Sanitary Landfill which is permitted to accept 7,500 tons per day of solid waste. In 2021, the average tonnage received was 2,289 tons per day (Calrecycle 2021). Thus, the facility had additional capacity of 5,211 tons per day.

Construction

The proposed Project involves demolition of existing structures therefore the Project would generate solid waste for landfill disposal from construction packaging and discarded materials. Utilizing a construction waste factor of 20 tons per full-load truck trip provided by LSA (1,380 total truck trips/2 = 690 full-load haul trips x 20 tons), construction of the Project would generate approximately 13,800 tons of waste during construction from packaging and discarded materials (LSA 2023). However, the 2019 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, demolition and construction activities would generate approximately 4,830 tons of solid waste that would be disposed of at the landfill. As shown in Section 3.0, *Project Description*, construction activities would occur over a 10-month period. This equates to approximately 16.1 tons of debris per day.

As discussed above, solid waste generated by the Project would be disposed of at the Mid-Valley Sanitary Landfill which is permitted to accept 7,500 tons per day of solid waste. In 2021, the average tonnage received was 2,289 tons per day. Thus, the facility had an additional capacity of 5,211 tons per day (Calrecycle 2021). Therefore, the Mid-Valley Sanitary Landfill would be able to accommodate the addition of 112.7 tons of waste per week. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's additional tonnage of waste per day during construction. Impacts related to landfill capacity from construction would be less than significant.

Operation

Operation of the Project would operate approximately 490,565 SF of warehousing. The Air Quality, Health Risk, Greenhouse Gas and Energy Impact Report uses a default CalEEMod operational solid waste generation factor of 0.94 tons per 1,000 square feet per year for industrial uses (LSA 2023). Based on this generation factor, operation of the Project would generate approximately 461 tons of solid waste per year, at least 75 percent of which is required by California law to be recycled, which would reduce the volume of landfilled solid waste to approximately 115 tons per year, or 2.21 tons per week.

As described above, the Mid-Valley Sanitary Landfill has a maximum daily throughput of 7,500 tons per day. As of 2021, the Mid-Valley Sanitary Landfill had an average disposal of 2,289 tons per day and an average remaining capacity of 5,211 tons per day (CalRecycle 2021). The Project's solid waste (115 tons per year, or approximately 2.21 tons per week), would represent approximately 0.02 percent of Mid-Valley Sanitary Landfill's daily remaining capacity. The Mid-Valley Sanitary Landfill has a capacity until 2045. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity from operation would be less than significant.

IMPACT UT-7: WOULD THE PROJECT COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

No Impact. The proposed Project would result in new development that would generate solid waste. All solid waste-generating activities within the County are subject to the requirements set forth in the 2019 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the County's development project permitting process. Therefore, the proposed Project would comply with all solid waste statute and regulations; and impacts would not occur.

5.16.5.6 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

The following existing regulations would reduce potential impacts related to solid waste:

- Assembly Bill 347 (Chapter 476, Statutes of 2011)
- California Green Building Standards Code

5.16.5.7 PROJECT DESIGN FEATURES

None.

5.16.5.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts UT-6 and UT-7 would be less than significant.

5.16.5.9 SOLID WASTE MITIGATION MEASURES

No mitigation measures are required.

5.16.5.10 SOLID WASTE LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to solid waste would occur.

5.16.6 ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS

5.16.6.1 ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS REGULATORY SETTING

5.16.6.1.1 Electric Power, Natural Gas, and Telecommunications State Regulatory Setting

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) is updated every three years. The most recent update is the 2019 California Green Building Code Standards that became effective January 1, 2020. The 2022 CALGreen standards that are applicable to the proposed Project include, but are not limited to, the following:

- Electric vehicle charging stations. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Title 24 Part 6 Table 5.106.8.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads).
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent.

5.16.6.1.2 Electric Power, Natural Gas, and Telecommunications Local Regulatory Setting

Fontana General Plan Update

The Fontana General Plan Update includes the following goals, policies, and programs that are applicable to the Project:

Infrastructure and Green Systems Element

Goal 7 Fontana is becoming an energy-efficient community.

Policy

- Promote renewable energy and distributed energy systems in new development and retrofits of existing development to work towards the highest levels of low carbon energy-efficiency.

Goal 9 Up-to-date telecommunications technology is available to all developed areas in the city.

Policy

- Ensure that Fontana remains competitive as a place to live, work, and learn in terms of available telecommunications and other technology.

5.16.6.2 ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS ENVIRONMENTAL SETTING

Electricity

Electricity is provided to the Project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. According to SCE's 2021 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases power from independent power producers and utilities, which includes out-of-state providers (California Energy Commission).

Natural Gas

Natural gas would be provided to the Project by the Southern California Gas Company (SoCal Gas).

Telecommunications

Telecommunications would be provided to the Project by AT&T.

5.16.6.3 ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-8 Require or result in the relocation or construction of a new or expanded electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects.

5.16.6.4 ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS METHODOLOGY

The evaluation of utilities identifies if utility demand from the Project would be accommodated via existing utility infrastructure available to the Project. The evaluation identifies if expansions would be required to

serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.16.6.5 ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS ENVIRONMENTAL IMPACTS

IMPACT UT-8: WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF A NEW OR EXPANDED ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. Implementation of the proposed Project would generate demand for electricity, natural gas, communication systems, street lighting, and maintenance of public facilities.

Electricity would be provided to the Project by Southern California Edison (SCE). Adequate commercial electricity supplies are presently available to meet the incremental increase in demand attributed to the Project. Provision of electricity to the Project site is not anticipated to require or result in the construction of new facilities or the expansion of existing facilities, the construction or relocation of which would cause significant environmental impacts to electricity. Impacts would be less than significant.

Natural gas service would be provided by Southern California Gas (SoCal Gas). Adequate commercial gas supplies are presently available to meet the incremental increase in demand attributed to the Project. The proposed Project would not require or result in the construction, expansion, or relocation of natural gas facilities that could result in a significant environmental impact. Impacts related to natural gas would be less than significant.

Communication systems for the Project would be provided by AT&T. AT&T is a private company that provides connection to the communication system on an as needed basis. As such, the proposed Project is not anticipated to require or result in the construction of new communications facilities or the expansion of existing facilities. Impacts would be less than significant.

The Project Applicant would be responsible for coordinating with each utility company to ensure utility improvements occur according to standard construction and operation procedures administered by the California Public Utilities Commission. Each of the utility systems is available along Rose Avenue, and excavation would be required to underground these lines and interconnect to the Project site. Since the footprint of proposed utility improvements is encompassed by the Project site, impacts associated with such improvements have been addressed throughout this EIR and mitigated to the extent feasible as applicable. Therefore, potential impacts associated with utilities, including electricity, natural gas and communication systems would be less than significant and no mitigation is required.

5.16.6.6 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Code of Regulations Title 24, Part 11; the California Green Building Code

Plans, Programs, or Policies (PPPs)

None.

5.16.6.7 PROJECT DESIGN FEATURES

None.

5.16.6.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact UT-8 would be less than significant.

5.16.6.9 ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS MITIGATION MEASURES

No mitigation measures are required.

5.16.6.10 ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to electric power, natural gas, or telecommunications would occur.

5.16.7 CUMULATIVE IMPACTS

Water: Cumulative water supply impacts are considered on a water purveyor basis and are associated with the capacity of the infrastructure system and the adequacy of the water purveyor's infrastructure and primary sources of water that include groundwater, surface water, and purchased or imported water.

As described previously, the Project site is currently served by the FWC's water utility and would connect to the existing water infrastructure. The Project would connect to the existing water infrastructure and would construct new 3-inch water lines that would connect to the existing 4-inch water line along Poplar Avenue. The construction activities related to the new water infrastructure that would be needed to serve the proposed Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, analysis of construction emissions for excavation and installation of the water infrastructure is included in Sections 5.2, *Air Quality* and 5.7, *Greenhouse Gas Emissions*. Thus, potential cumulative impacts from off-site water system expansions would not be generated by the proposed Project.

As discussed above, the Project would result in an increase in water demand of 19.95 AFY. It is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand in addition to forecast demand for FWC's entire service area. As a result, the Project would not result in a cumulatively considerable increase in water supply demands that would require new or expanded entitlements, and cumulative impacts would be less than significant.

Wastewater: Cumulative wastewater infrastructure impacts are considered on a systemwide basis and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes the sewer system that serves the Project site and conveys wastewater to the Rialto wastewater treatment and disposal system.

As described previously, with the proposed Project, the sewer system and wastewater treatment plant would have sufficient capacity to handle the increased flows resulting from implementation of the proposed Project. The continued regular assessment, maintenance, and upgrades of the sewer system by the FWC would reduce the potential of cumulative development projects to result in a cumulatively substantial increase in wastewater such that new or expanded facilities would be required. Thus, increases in wastewater in the sewer system would result in a less than significant cumulative impact.

Stormwater: The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. As described above the proposed Project includes installation of a subsurface storm drain system that would flow directly into the onsite proposed underground infiltration system. Overflow from the underground infiltration system would be directed into a proposed 72-inch storm drain line located on Poplar Avenue. The Project would also extend the existing 72-inch storm drain line in Poplar Avenue the northerly property line. In addition, pursuant to state and regional regulations that require development projects to maintain pre-project hydrology, no net increase of offsite stormwater flows would occur. RWQCB permit conditions require a hydrology/drainage study to demonstrate that all runoff would be appropriately conveyed and not leave the project sites at rates exceeding pre-project conditions, prior to receipt of necessary permits. As a result, increases of runoff from cumulative projects that could cumulatively combine to impact stormwater drainage capacity would not occur, and cumulative impacts related to drainage infrastructure would be less than significant.

Solid Waste: The geographic scope of cumulative analysis for landfill capacity is the service area for the Mid-Valley Sanitary Landfill which serves the Project site. The projections of future landfill capacity based on the entire projected waste stream going to these landfills is used for cumulative impact analysis. The Mid-Valley Sanitary Landfill has a maximum permitted capacity of 7,500 tons per day and as of 2021 had an average disposal of 2,289 tons per day and an average remaining capacity of 5,211 tons per day (CalRecycle 2021). The 0.32 tons of solid waste per day from operation of the Project would represent approximately 0.42 percent of Mid-Valley Sanitary Landfill's daily remaining capacity. Therefore, the landfill would have sufficient capacity to serve the Project and the increase in solid waste from full buildout of the Project. cumulative impacts would be less than significant.

Electric Power, Natural Gas, and Telecommunications: Cumulative impacts related to the provision of facilities for electricity, natural gas and communications systems, have been evaluated throughout this EIR. Mitigation measures have been recommended in cases where cumulatively-considerable impacts associated with utilities infrastructure were identified. Therefore, cumulatively-considerable impacts associated with the provision of utility facilities to serve the Project would be less than significant.

REFERENCES

CalRecycle. 2022. SWIS Facility/Site Activity Details - Mid-Valley Sanitary Landfill (36-AA 0055)
Accessed: <https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/2662>

California Energy Commission. Accessed: 10 January 2023. <https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure/power-content-label/annual-power-content-2>

Inland Empire Utilities Agency. Moreno Valley Regional Water Reclamation Facility. Accessed January 6, 2023, from <https://www.ieua.org/regional-water-recycling-plant-no-4/>

City of Fontana Sanitary Sewer System Master Plan prepared by CDM Smith. May 2013.

Fontana Water Company. 2020 Urban Water Management Plan. Accessed:
<https://www.fontanawater.com/wp-content/uploads/2021/10/FWC-2020-UWMP-June-2021-Final.pdf>

Landfill Tonnage Reports. CalRecycle. Accessed January 6, 2023,
<https://www2.calrecycle.ca.gov/LandfillTipFees/>

LSA. Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report. January 2023. Appendix B.

Fontana General Plan Update. November 13, 2018. Accessed January 10, 2023 from <https://www.fontana.org/DocumentCenter/View/28271/Complete-Documents-11-13-2018>

Fontana General Plan Draft Environmental Impact Report. June 8, 2018. Accessed January 10, 2023 from <https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

United States Environmental Protection Agency (USEPA). 2022. Safe Drinking Water Act (SDWA). Accessed January 5, 2023, from <https://www.epa.gov/sdwa>

United States Environmental Protection Agency. 2022. Summary of the Clean Water Act. Accessed January 5, 2023, from <https://www.epa.gov/laws-regulations/summary-clean-water-act>

6.0 Other CEQA Considerations

6.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

State CEQA Guidelines Section 15126.2(c) requires an EIR to describe “any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.” The analysis in Chapter 5 of this Draft EIR determined that the Project would result in one significant and unavoidable impact regarding consistency with the with the South Coast Air Quality Management District (SCAQMD) 2022 Air Quality Management Plan (AQMP). Like the proposed Project, this alternative would require a General Plan Amendment (GPA) to change the land use designation from Residential Trucking (R-T) to General Industrial (I-G) and a Specific Plan Amendment (SPA) to change the Southwest Industrial Park Specific Plan (SWIP) designation from Residential Trucking District (RTD) to Slover East Industrial District (SED). Accordingly, the 2022 AQMP does not reflect the proposed land use designation for the Project site and buildout of the site would result in greater employment increases than assumed by SCAQ’s regional forecast projections and the AQMP growth projections. Therefore, the Project is inconsistent with the SCAQMD 2022 AQMP and would result in an impact related to Criterion No.1. The Project would not result in any additional significant and unavoidable impacts, all other impacts would be less than significant or less than significant with mitigation.

6.2 GROWTH INDUCEMENT

State CEQA Guidelines Section 15126.2(e), Growth Inducing Impact of the Proposed Project, requires that an EIR “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

1. Directly or indirectly foster economic or population growth, or the construction of additional housing, in the surrounding environment;
2. Remove obstacles to population growth;
3. Require the construction of new or expanded facilities that could cause significant environmental effects; or
4. Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

1. Does the Project directly or indirectly foster economic or population growth, or the construction of additional housing?

Growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in master plans, land use plans, or in projections made by regional planning agencies, such as SCAG. The Project would contribute to the economic and population growth in the City of Fontana and the surrounding areas. The growth would not be unexpected or constitute substantial unplanned growth, however. According to regional population projections included in SCAG’s 2020-2045 RTP/SCS, the City of Fontana is projected to increase its population by 36 percent and its housing stock by 51 percent by 2045 at an annual growth rate of 1.76 percent (between 2016 and 2045). Over this same time period, employment in the City is expected to increase 1.1 percent annually. While the Project would contribute to employment growth through the proposed development within the Project site, projected increases in employment from the Project are within SCAG’s 2020 RTP/SCS increases.

The site has been designated for Residential Trucking (R-T) by the City of Fontana General Plan. The proposed Project includes a GPA to change the land use designation of the site from R-T to I-G and a SPA to change the SWIP designation from RTD to SED. Because the Project includes a change from residential use to a non-residential use, the Project is subject to SB 330. SB 330 requires in part that where a development project results in reducing the number of housing units allowed under existing City zoning, the City must identify a way in which an equivalent number of units could be accommodated in the city. As discussed in Section 5.12, *Population and Housing*, the Project would participate in the City's recently adopted "No Net Loss Program" (Ordinance No. 1906) which provides that concurrent with the approval of any change in zone from residential use to a non-residential use, replacement units in the form of a density bonus will become available to project applicants subsequently seeking to develop property for residential use within the City. By utilizing the City's "No Net Loss Program", the Project would be in compliance with SB 330. However, the potential impacts associated with the construction of this replacement housing are too speculative at this time as it is not known when or where these replacement units would be constructed. Potential impacts associated with the construction of replacement units would be analyzed pursuant to CEQA at the time a project is proposed. Therefore, implementation of the Project would not displace a substantial number of existing people or housing and would not necessitate the construction of replacement housing elsewhere.

The proposed Project may cause an indirect economic growth as it would generate revenue to the City through taxes generated by the development. Additionally, employees (short-term construction and long-term operational employees) from the Project site would purchase goods and services in the region, but any secondary increase in employment growth associated with meeting these incremental demands would be marginal, as these goods and services could be accommodated by existing providers. The Project is highly unlikely to result in any new or additional physical impacts to the environment based on the amount of existing and planned future commercial and retail services, which can serve Project employees, available in areas near the Project site. As such, it is highly unlikely that additional commercial or retail services would be required to meet Project demands.

In addition, the proposed Project would create jobs that a majority of which could likely be filled by residents of Fontana and the surrounding areas. Employees would live in housing either already built or are planned for development in the City of Fontana and the surrounding areas. Because it is anticipated that most of the future employees from implementation of the Project would already be living in the Fontana area, the Project's introduction of employment opportunities would not induce substantial growth in the area and cause the need for additional housing.

The Project would implement economic activity that would result in an improvement in the jobs-household ratio by providing employment within the housing-rich City of Fontana, which is a benefit of the Project. In addition, the location of the new employment opportunities would be easily accessible from the I-10 and would also accommodate employees in surrounding areas. Further, most of the new jobs that would be created by the Project would be positions that do not require a specialized workforce, and this type of workforce exists in the City of Fontana and surrounding communities. The City of Fontana has an unemployment rate of 3.9 percent and neighboring cities have unemployment rates of 4.6 percent (City of Rialto), and 3.0 percent (City of Rancho Cucamonga) (State Employment Development Department 2023). Thus, due to existing unemployment and the availability of a workforce, it is anticipated that new jobs that would be generated from Project implementation would be filled by people within the City of Fontana and surrounding communities and would not induce an unanticipated influx of new labor into the region or the need for additional housing. Furthermore, the proposed Project would offer space for new manufacturing, research, warehouse, distribution, and light industrial companies. Thus, the Project would not result in the influx of new labor to serve the increased economic activities that would result from implementation of the Project.

2. Does the Project remove obstacles to population growth?

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

The proposed Project contemplates expansion of existing infrastructure to serve the full buildout of the Project site. As described in Section 3.0, *Project Description*, the Project includes various roadway improvements to accommodate the safe passage and turning movements of the vehicles that would access the site. The Project does not propose roadway extensions into new undeveloped areas that would allow for additional growth and development. The Project also proposes installation of new potable water lines, sewer lines, and stormwater drainage facilities that would connect to surrounding, existing infrastructure in Poplar Avenue and Catawba Avenue in order to accommodate the demands of the Project. The Project would install onsite sewer infrastructure to connect to the existing 8-inch sewer lines in Poplar Avenue and Catawba Avenue including a sewer lift station in the northwest portion of the site to pump flows to the existing point of connection. The proposed infrastructure improvements have been designed to serve only the demands of the Project. Therefore, the Project would not result in significant growth inducing impacts.

3. Does the proposed Project require the construction of new or expanded facilities that could cause significant environmental effects?

Growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services that requires the construction of new public service facilities, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. The proposed Project would slightly increase the demand for fire protection and emergency response and sheriff protection. However, as described in Section 5.13, *Public Services*, the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service for public services. Based on service ratios and build out projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Project would not occur. The proposed Project would not have significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

4. Does the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Surrounding Project areas are already developed with industrial uses. Therefore, the Project would not spur increased development in surrounding areas. Additionally, the proposed infrastructure is only sized to serve the Project and would not have capacity to serve additional development projects in the area. The Project would be implemented in compliance with the existing General Plan, Slover West Industrial Park (SWIP) Specific Plan, and City's municipal code. The proposed Project does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes). The proposed Project would require a General Plan Amendment (GPA) to change the existing land use designation from Residential Trucking (R-T) to General Industrial (I-G) and a Specific Plan Amendment (SPA) to change the site's existing SWIP designation from Residential Trucking District (RTD) to Slover East Industrial District (SED). Accordingly, the South Coast Air Quality Management District (SCAQMD) 2022 Air Quality Management Plan (AQMP) does not reflect the proposed land use designation for the Project site and buildout of the site would result in greater employment increases than assumed by SCAQ's regional forecast projections and the AQMP growth projections. Therefore, the Project is inconsistent with the SCAQMD 2022

AQMP and would result in a significant and unavoidable impact to air quality. The Project would comply with all other applicable City plans, policies, and ordinances. In addition, Project features and mitigation measures have been identified within this EIR to ensure that the Project minimizes environmental impacts to all other environmental topic areas. As discussed in each respective environmental topic section within Chapter 5 of this Draft EIR, the Project would not be anticipated to considerably contribute to other cumulative impacts.

Based on the foregoing analysis, the Project would facilitate activities that could significantly affect the environment directly or indirectly.

6.3 SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.... Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” (CEQA Guidelines Section 15126.2(d)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Project site would be committed to high-cube warehousing and light industrial uses once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
 - Changes in views associated with construction of the new buildings and associated development (Section 5.1, *Aesthetics*)
 - Increased traffic on area roadways (see Section 5.14, *Transportation*).
 - Emissions of air pollutants associated with Project construction and operation (see Section 5.2, *Air Quality*).
 - Consumption of non-renewable energy associated with construction and operation of the proposed Project due to the use of automobiles, trucks, lighting, heating and cooling systems, appliances, etc. (see Section 5.5, *Energy*).
 - Increased ambient noise associated with an increase in activities and traffic from the Project (see Section 5.11, *Noise*).
- Construction of the proposed Project as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

In regard to energy usage from the proposed Project, as demonstrated in the analyses contained in Section 5.5, *Energy*, the proposed Project would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during construction and operation of proposed development.

The proposed development would incorporate energy-generating and conserving Project design features, including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. In addition, as listed in Section 3.0, *Project Description*, Section 5.5, *Energy*, and Section 5.7, *Greenhouse Gas Emissions*, the proposed Project would include sustainability features in line with Title 24 requirements that result in additional energy-efficiency. Project specific information related to energy consumption is provided in Section 5.5, *Energy*, of this EIR.

REFERENCES

California Energy Commission. “2022 Title 24 Building Energy Standards” (CEC 2022). Accessed: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>

California Employment Development Department. Labor Force and Unemployment Rates for Cities and Census Designated Places – San Bernardino County, December 2022 (EDD 2022). Accessed: <https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html>.

City of Fontana. General Plan Update 2015-2035. 13 November 2018. Accessed: <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

7.0 Effects Found Not Significant

CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment”. During the preparation of this EIR, the Project was determined to have no potential to result in significant impacts under four environmental issue areas: agriculture and forest resources, mineral resources, recreation, and wildfire. Therefore, these issue areas were not required to be analyzed in detail in EIR Section 5.0, Environmental Impact Analysis.

CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. As allowed by CEQA Guidelines Section 15128, statements related to the above listed topic areas are presented below.

7.1 AGRICULTURE AND FOREST RESOURCES

The Project site is not designated as Prime, Unique, or Farmland of Statewide Importance. The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program identifies the Project site and Urban and Built-Up Land (DOC 2022). As such, implementation of the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use.

Further, the Project site is not subject to a land conservation (Williamson Act) contract and, thus, would not conflict with a land conservation contract (City of Fontana 2018). In addition, the Project site has a General Plan land use designation of Residential Trucking (R-T) and is zoned Specific Plan (SP). The Project is within the Southwest Industrial Park Specific Plan (SWIP). Within the SWIP, the Project site is designated as Residential Trucking District (RTD). The Project site's land use and zoning designations are not intended for agricultural use. Additionally, the Project's proposed General Plan land use designation of General Industrial (I-G) and proposed SWIP designation of Southeast Industrial District (SED) are not intended for agricultural use. Therefore, implementation of the Project has no potential to conflict with existing zoning for agricultural use.

The Project Site is not zoned as forest land, timberland, or Timberland Production, nor is it surrounded by forest land, timberland, or Timberland Production land (City of Fontana 2018). Therefore, implementation of the Project has no potential to conflict with or cause the rezoning of any areas currently zoned as forest, timberland, or Timberland Production and would not result in the rezoning of any such lands. As such, no impact would occur. Overall, implementation of the Project would not result in the loss of forest land or the conversion of forest land to non-forest use.

7.2 MINERAL RESOURCES

According to the California DOC, the Project site is located within Mineral Resource Zone 3 (MRZ-3), which is defined as an area containing known or inferred mineral occurrences of undetermined mineral resource significance (DOC 2008). Historical uses of the Project site have not included mineral extraction, nor does the Project site currently support mineral extraction. In addition, the Project does not propose any mineral extraction activities. The Project proposes the construction of an industrial warehouse building with no planned mining operations. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State, and no impact would occur. Additionally, there are no mineral resource recovery sites on or near the Project site. Thus, the Project would not result in the loss of availability of mineral resources, including locally important mineral resource recovery sites. No impact to mineral resources would occur from implementation of the Project.

7.3 RECREATION

The demand for parks is determined by changes in housing and population. In this case, the Project is industrial in nature, and no new residents or housing would be introduced to the area. As described in Section 5.12, *Population and Housing*, the proposed Project would develop the site with a new warehouse building, which would not result in an influx of new residents, as the employees needed to operate the Project are primarily anticipated to come from the unemployed labor force in the region. Thus, the proposed Project would not generate a substantial population that would generate a significant increase in use of existing neighborhood or regional parks and recreation facilities, nor would it require the construction of new or expansion of existing recreational facilities. Thus, impacts related to recreation would not occur.

7.4 WILDFIRE

The Project site is not located in or near a State Responsibility Area or lands classified as very high fire hazard severity zones (CAL FIRE 2022); therefore, implementation of the Project would not exacerbate wildfire hazard risks or expose people or the environment to adverse environmental effects related to wildfires.

RESOURCES

California Department of Conservation. 2022. California Important Farmland Finder. Accessed: <https://maps.conservation.ca.gov/DLRP/CIFF/>

California Department of Conservation. Mineral Land Classification Map, Updated Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California, Special Report 206, Plate 1. 2008.

California Department of Forestry and Fire Protection (CAL FIRE). 2022. Fire Hazard Severity Zone Maps. Accessed: 27 January 2023. <https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/>

City of Fontana. General Plan 2015-2035 Environmental Impact Report. 10 August 2018. (City of Fontana 2018). Accessed: 27 January 2023. <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

This page is intentionally left blank.

8.0 Alternatives

This section addresses alternatives to the proposed Project and describes the rationale for including them in the Draft EIR. The section also discusses the environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the proposed Project. In addition, this section describes the extent to which each alternative meets the Project objectives.

8.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is [...] to identify alternatives to the project."

Pursuant to State CEQA Guidelines Section 15126.6(a), an EIR must describe a reasonable range of alternatives to a proposed project or to a project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. State CEQA Guidelines Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, State CEQA Guidelines Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative."

Pursuant to State CEQA Guidelines Section 15126.6(d), discussion of each alternative presented in this Draft EIR section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the Draft EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (State CEQA Guidelines Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (State CEQA Guidelines Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this Draft EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and

- The requirement of the State CEQA Guidelines to consider a “no project” alternative; and to identify an “environmentally superior” alternative in addition to the no project alternative (State CEQA Guidelines Section 15126.6(e)).

Neither the CEQA statute, the State CEQA Guidelines, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, “the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice” (State CEQA Guidelines 15126(f)).

8.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 5 of this Draft EIR determined that the Project would result in one significant and unavoidable impact, consistency with the with the South Coast Air Quality Management District (SCAQMD) 2022 Air Quality Management Plan (AQMP). Like the proposed Project, this alternative would require a General Plan Amendment (GPA) to change the land use designation from Residential Trucking (R-T) to General Industrial (I-G) and a Specific Plan Amendment (SPA) to change the Southwest Industrial Park Specific Plan (SWIP) designation from Residential Trucking District (RTD) to Slover East Industrial District (SED). Accordingly, the 2022 AQMP does not reflect the proposed land use designation for the Project site and buildout of the site would result in greater employment increases than assumed by SCAQMD’s regional forecast projections and the AQMP growth projections. Therefore, the Project is inconsistent with the SCAQMD 2022 AQMP and would result in an impact related to Criterion No.1. The Project would not result in any additional significant and unavoidable impacts, all other impacts would be less than significant or less than significant with mitigation.

8.3 PROJECT OBJECTIVES

The Project objectives are designed to help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision-makers in preparing Project findings. The Project objectives have been refined throughout the planning and design process for the proposed Project, and are listed below:

1. To make efficient use of property in the City of Fontana by adding to its potential for employment-generating uses.
2. To attract new business and employment to the City of Fontana and thereby promote economic growth.
3. To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
4. To increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.
5. To redesignate and develop a property surrounded by industrial uses with an industrial warehouse building near available infrastructure, including roads and utilities, to help meet demand for logistics business in the City and surrounding region.
6. To develop an industrial building in south Fontana that is similar to and compatible with other industrial buildings that were recently built or recently approved for construction in south Fontana.

7. Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.

8.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to State CEQA Guidelines Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (State CEQA Guidelines Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the Draft EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

- **Alternate Site Alternative.** An alternate site for the Project was eliminated from further consideration. Based on a review of available sites for sale and the City of Fontana General Plan land use map, there are no other available, undeveloped properties of similar size (19.08 developable acres) that are zoned for industrial uses. There are no suitable sites within the control of the Project applicant. However, in the event land could be purchased of suitable size, the Project could have the same potential impacts to biological resources, cultural resources, paleontological resources, and tribal cultural resources. Additionally, the Project could have the same significant and unavoidable impact related to air quality and consistency with the SCAQMD 2022 AQMP if the potential alternative site requires a GPA or SPA to accommodate the Project; however, if a GPA or SPA is not required, impacts could be lessened to less than significant. Due to the unavailability of undeveloped properties with industrial designation of similar size as the Project site, it is likely that a GPA and/or SPA would be required, and therefore, impacts would remain similar to the proposed Project. Therefore, analysis of an alternative site for the proposed Project is neither meaningful nor necessary, because the impacts and need for mitigation resulting from the proposed Project would not be avoided or substantially lessened by its implementation. Given these reasons, it would be infeasible to develop and operate the Project on an alternate site with fewer environmental impacts while meeting Project objectives. Therefore, the Alternative Site Alternative was rejected from further consideration.
- **Alternative 2: No Project/Buildout of Existing Land Use Alternative.** Under the RTD zone within the SWIP, Open Space/Park is a permitted use. This alternative assumes that all 40 existing single-family residential units that currently occupy the 19.08-acre Project site would be demolished and the site would be developed as 19.08 acres of public park. This alternative would also not require a GPA and/or SPA. For the Project site to be operated as a City park, the properties, which are currently under private ownership, would need to be acquired by the City. . Overall, this alternative would also result in less than significant impacts related to cultural resources, paleontological resources, and tribal cultural resources, and mitigation measures would continue be required for construction activities. This alternative would likely require some tree removal, similar to the Project; therefore, impacts to biological resources would be less than significant with implementation of mitigation measure BIO-1. Use of the site as public park would result in fewer daily passenger vehicle trips than the proposed Project (according to the ITE 11th edition trip rates, public park would result in 0.78 trips per acre, or approximately 15 daily trips for the alternative). Overall, this alternative would result in fewer impacts than the Project. However, this alternative would fail to meet most of the project objectives and would be infeasible since the property is privately owned

and not owned by the City. Therefore, the Buildout of Existing Land Use Alternative was rejected from further consideration.

8.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Two alternatives to the Project have been identified for further analysis as representing a reasonable range of alternatives that attain most of the objectives of the Project, may avoid or substantially lessen any of the significant effects of the Project, and are feasible from a development perspective. These alternatives have been developed based on the criteria identified in Section 8.1. The following alternatives are further described and analyzed in Section 8.6.

Alternative 1: No Project/No Development Alternative. This alternative consists of the Project not being approved, and the Project site would remain in its existing condition.

Alternative 2: Reduced Project Alternative. This Reduced Project Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity onsite. Specifically, the Reduced Project Alternative would result in development of a 367,924 SF speculative warehouse building inclusive of approximately 7,360 SF of mezzanine to be used as office space. Development under the Reduced Project Alternative would reduce Project square footage by approximately 25 percent. As with the Project, the entire 19.08-acre developable portion of the site would be developed, but the reduced square footage would allow for increased setbacks and truck parking. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project.

8.6 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

Pursuant to State CEQA Guidelines Section 15126.6(e), this Draft EIR is required to “discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services [...] In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”

The No Project/No Development Alternative allows decision-makers to compare the environmental impacts of approving the proposed Project to the environmental impacts that would occur if the property were to be left in its existing conditions for the foreseeable future. Under the existing conditions, the Project site is undeveloped and vacant. The Project site would continue to be disked for weed abatement. See Section 4, *Environmental Setting*, for additional details and figures regarding the existing conditions at the Project site.

8.6.1 ENVIRONMENTAL IMPACTS

Aesthetics

Under this alternative, the Project site would remain in its existing condition, which includes 40 occupied single-family residential homes with ancillary structures and landscaping. No new structures or landscaping would be introduced and this alternative would not result in a change in the visual height, scale, and mass of the development on the site. This alternative would not create new sources of light and glare. Overall, this alternative would result in no impact to existing visual character and quality, and therefore, would be less than the Project’s less than significant impacts.

Air Quality

Under this alternative no new development would occur in the Project site, and as such, no new stationary sources of air pollution would be introduced. The No Project/No Development alternative would be consistent

with the SCAQMD AQMP, this alternative would avoid the Project's significant and unavoidable impacts related to conflict with the 2022 AQMP. Although the Project's construction and operational air quality emissions would be below applicable SCAQMD regional, local, and health risk thresholds, the alternative would result in no increase in emissions of criteria pollutants or diesel particulate matter (DPM) over existing conditions. As shown in Table 5.2-7, Summary of Peak Operational Emissions, of Section 5.2, Air Quality, operational emissions of existing residential use is less than the proposed Project for all criterial pollutants with the exception of PM_{2.5}. Therefore, this alternative would result in reduced impacts to regional air quality and sensitive receptors. This alternative would also avoid the Project's less than significant impacts related to odors. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Biological Resources

The Project site contains shrubs and trees that can support nesting birds and raptors protected under the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. Under this alternative, existing ornamental landscaping would remain onsite and tree removal would not be required. As such, this alternative would not result in potential impacts to nesting birds due to tree removal during the nesting bird season (February 1st to September 15th). Although mitigation measure BIO-1 required of the Project would reduce biological resource impacts to less than significant levels, this alternative would generate less impacts to biological resources as compared with the Project and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Cultural Resources

Under this alternative, no disturbances would occur to the site. No grading for construction would occur and there would be no potential impacts to historical resources as the built environment would remain, or to archaeological resources that may be buried below ground. Although mitigation measures required of the Project would reduce cultural resource impacts to less than significant levels, this alternative would avoid impacts to cultural resources associated with the Project and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Energy

No construction activities would occur at the Project site or operation of new structures that would increase consumption of energy sources under this alternative. Existing residential structures onsite would continue standard operation and vehicles would continue to be used for commuting to and from the residences. While this alternative would not generate an increase in electrical demand, it would also not provide upgraded energy efficient infrastructure, plumbing, and water efficient irrigation. As shown in Table 5.5-2, Estimated Annual Operational Vehicle Fuel Consumption, of Section 5.5, Energy, operational energy consumption of existing residential use is less than the proposed Project for all energy sources with the exception of natural gas. While this Draft EIR determined the Project's impacts to energy would be less than significant, energy use associated with this alternative would be less. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Geology and Soils

No new construction activities, including grading, would occur under this alternative. Thus, there would be no potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site. Additionally, as no grading activities would occur under this alternative, potential impacts from erosion, loss of topsoil, or to paleontological resources would not occur. While the Project impacts would be less than significant with mitigation incorporated, this alternative would result in less impacts and no mitigation measures are required. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Greenhouse Gases

No new construction activities would occur at the Project site or operation of new structures that would generate GHGs under this alternative. Under this alternative, As shown in Table 5.7-1, Project Generated Greenhouse Gas Emissions, of Section 5.7, Greenhouse Gases, operational greenhouse gas emissions of existing residential use is less than the proposed Project. This alternative would be consistent with all applicable air quality plans. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Hazards and Hazardous Materials

No new construction activities would occur at the Project site or operation of new high-cube warehouse buildings that would generate, and result in transport of, hazardous materials. As there are no existing structures onsite, there would be no operation onsite that would generate hazardous materials. The No Project/No Build Alternative would not include major construction activities that would use typical construction-related hazardous materials. Thus, potential impacts related to use, disposal, and transport of hazardous materials would be avoided by this alternative. While this Draft EIR determined that the Project's impacts related to hazards and hazardous materials would be less than significant, this alternative would result in less impacts since no grading or construction would occur. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Hydrology and Water Quality

Existing water quality conditions, groundwater supplies, drainage patterns, and runoff water amounts would remain "as is" under this alternative as no new development would occur. This alternative would not introduce new sources of water pollutants from either the construction or operation phases of development to the Project site, because no new development would occur. Additionally, this alternative would not require the storm drain facility improvements that would be necessary with the Project. However, this alternative would not include installation of new low-impact development (LID) treatment control best management practices (BMPs) to minimize runoff, which would occur by the Project. Storm water leaving the site would continue to contain pollutants, such as sediment, oil, pet waste, pesticide, herbicide, and fertilizer, associated with the existing operations of the site. However, this alternative would maintain an impervious surface area of 780,160 square feet that would treat and infiltrate stormwater runoff, which is greater than 58,481 square feet of impervious surface proposed by the Project. Therefore, the No Project/No Build Alternative would result in similar impacts to Hydrology and Water Quality, compared to those that could occur from the Project.

Land Use and Planning

This alternative would not result in new development, and as such, there would be no potential for land uses to be introduced that would indirectly result in environmental impacts due to a conflict with an existing land use plan. Under this alternative no GPA and/or SPA would be required. Overall, this alternative would result in no impacts to land use and planning, and therefore, would be less than the Project's impacts.

Noise

Under this alternative, no development would occur onsite, and no new sources of noise would be introduced at the Project site. Since no new development would occur and no traffic trips would be generated, this alternative would not contribute to an incremental increase in area-wide traffic noise levels. In addition, this alternative would not result in construction onsite and no construction noise or vibration would occur. Therefore, this alternative would avoid the Project's significant and unavoidable impact related to increase in traffic noise. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Population and Housing

This alternative would not result in new development, and as such, would not result in induced growth or displacement affecting population and housing. However, this alternative would also not result in the benefit of adding new employment opportunities, which would help result in a more balanced jobs-housing ratio. Therefore, while the Project's impacts would be less than significant, this alternative would result in less impacts.

Public Services

This alternative would not result in new development, and as such, would not result in increased demand for public services such as fire and sheriff services, school services, library services, or health services that requires the new construction of public facilities. However, this alternative would also not result in the payment of the City's development impact fees. Therefore, while the Project's impacts would be less than significant through compliance with regulatory programs, this alternative would result in less impacts.

Transportation

This alternative would not result in new development, and as such, would not result in any trips, traffic, or VMT related to operation of the Project site. This alternative would not impact existing transit service and alternative transportation facilities within the Project site. The Project would result in less than significant impacts on transportation (including VMT, geometric hazards, and emergency access); however, as the Project site would not be developed and trips would not be generated, the No Project/No Development alternative would result in no impact on transportation. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Tribal Cultural Resources

Under this alternative, existing conditions would remain, and no new development would occur. No grading would occur and there would be no potential impacts to tribal cultural resources that may be buried below ground. Although the Project would result in less than significant impacts on tribal cultural resources, this alternative would avoid all potential impacts to tribal cultural resources. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Utilities and Service Systems

Under this alternative, existing conditions would remain, and no new development would occur. No additional configurations or connections to existing domestic water, wastewater, stormwater drainage, electric power, natural gas, or telecommunication facilities would be needed under this alternative, and there would be no change in the demand for domestic water or wastewater treatment services. This alternative would also not result in increased demand for solid waste collection and disposal. Selection of this alternative would result in no impact to utilities and service system providers. While the Project would result in less than significant impacts, this alternative would result in less impacts due to no change in demand of these service systems. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

8.6.2 CONCLUSION

Ability to Reduce Impacts

The No Project/No Development Alternative would result in continuation of the existing uses within the Project site, and the proposed development would not occur. As a result, this alternative would avoid the need for mitigation measures that are identified in Chapter 5.0 of this Draft EIR, which include measures related to biological resources, cultural resources, paleontological resources, and tribal cultural resources. This alternative would result in lessened impacts to all 16 of the 16 environmental topics analyzed in this Draft EIR (see Table 8-3).

However, the environmental benefits of the proposed Project would also not be realized including providing jobs onsite that would result in a better jobs-housing balance in Fontana, which is currently considered housing rich.

Ability to Achieve Project Objectives

As shown in Table 8-4, below, the No Project/No Development Alternative would not meet any of the Project objectives.

8.7 ALTERNATIVE 2: REDUCED PROJECT

This Reduced Project Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity onsite. Specifically, the Reduced Project Alternative would result in development of a 367,924 SF speculative warehouse building. Development under the Reduced Project Alternative would reduce Project square footage by approximately 25 percent, 122,641 fewer square feet. As with the Project, the entire 19.08-acre developable portion of the site would be developed, but the reduced square footage would allow for increased setbacks and truck parking. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project.

Infrastructure and circulation improvements would still be required to adequately serve the development; however, stormwater facilities would be sized smaller due to the decrease in impervious areas. Like the proposed Project, this alternative would require a General Plan Amendment to change the land use designation from Residential Trucking (R-T) to General Industrial (I-G) and a Specific Plan Amendment (SPA) to change the Southwest Industrial Park Specific Plan (SWIP) designation from Residential Trucking District (RTD) to Slover East Industrial District (SED).

8.7.1 ENVIRONMENTAL IMPACTS

Aesthetics

Under this alternative, the Project site would be developed with a 367,924 SF speculative warehouse building. Development under the Reduced Project Alternative would reduce Project square footage by approximately 25 percent. This alternative would introduce one new building and landscaping into the Project site. The alternative would result in increased setbacks and a larger landscaped area than what is proposed by the Project. While the alternative would result in a smaller building onsite, the alternative would be visually compatible with surrounding industrial development to the north of the Project site. This alternative would introduce new sources of light and glare but would be similarly subject to the Fontana Municipal Code. This alternative would result in less than significant impacts to aesthetics, and therefore, would be consistent with the Project's impact.

Air Quality

Under the Reduced Project Alternative, approximately 25 percent less build area would be developed within the Project site. Under this alternative, air quality impacts would be less than those under the proposed Project due to the decrease in square footage. While this alternative's maximum peak construction emissions would be reduced to a less than significant level like the Project, since demolition of the existing residences would be required and the same acreage would be developed under the Project, construction emissions would be similar to those under the proposed Project. The Reduced Project Alternative would develop approximately 122,641 fewer square feet, or 25 percent less building square footage. As the Project would result in emissions below SCAQMD thresholds, the Reduced Project Alternative would also result in emissions below SCAQMD thresholds. The Reduced Project Alternative would require a GPA and SPA, and therefore, would be inconsistent with the SCAQMD AQMP. This alternative would result in significant and unavoidable impacts related to conflict with the 2022 AQMP, similar to the Project. Therefore, this alternative would result

in significant and unavoidable impacts to air quality but would result in less overall air quality impacts compared to the Project.

Biological Resources

Under this alternative, the entire 19.08-acre developable portion of the Project site would be developed with one speculative warehouse building. Development of this alternative would require removal of existing vegetation, including trees, which provide nesting habitat for Migratory Bird species. As such, the impacts to biological resources at the Project site would be similar to the Project and require mitigation measure BIO-1 to reduce potential project impacts to nesting birds. This mitigation measure would also reduce potential impacts from this alternative to a less than significant level. This alternative would result in less than significant impacts with mitigation to biological resources, and therefore, would be consistent with the Project's impact.

Cultural Resources

Under this alternative, the entire 19.08-acre developable portion of the Project site would be developed with one speculative warehouse building. Potential archaeological impacts would be similar to the Project due to grading and excavation required for development of the Project site and require the same mitigation measure, CUL-1, to reduce potential impacts related to inadvertent discovery of an archeological resource during project construction. Therefore, impacts from this alternative would be similar compared to the Project, and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to cultural resources, and therefore, would be consistent with the Project's impact.

Energy

Under the Reduced Project Alternative, approximately 25 percent less building area would be developed within the Project site. This would result in an approximately 25 percent decrease in the demand for energy in comparison to the proposed Project, which was determined to be less than significant. This alternative would also be required to be in compliance with Title 24 requirements and the City of Fontana's Sustainability Ordinance, Ordinance 1891. The Project would require the use of diesel fuel for trucking operations; however, operations would be reduced by 25 percent capacity as a result of reduction in facility. Therefore, impacts to energy from the Reduced Project Alternative would be less than those associated with the proposed Project, and remain less than significant. Therefore, while Project impacts to energy were determined to be less than significant, energy impacts from this alternative would be less.

Geology and Soils

Under this alternative, the entire 19.08-acre developable portion of the Project site would be developed with one warehouse building. Potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measures regarding paleontological resources would be required for this alternative. This alternative would result in less than significant impacts to geology and soils, and therefore, would be consistent with the Project's impact.

Greenhouse Gases

Under the Reduced Project Alternative, approximately 25 percent less building area would be developed within the Project site. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development by this alternative would result in less stationary source emissions from onsite equipment, and less traffic-associated GHG emissions than the proposed Project. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Project and impacts would remain less than significant for the Reduced Project Alternative.

Therefore, while Project impacts to GHG were determined to be less than significant, GHG impacts from this alternative would be less.

Hazards and Hazardous Materials

Under this alternative, the entire 19.08-acre developable portion of the Project site would be developed with a 367,924 SF warehouse building. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including diesel particulate matter, as the proposed Project. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials, and therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

Under this alternative, the entire 19.08-acre developable portion of the Project site would be developed with one 367,924 SF warehouse building. Due to the decrease in square footage developed, it is likely that development of this alternative would result in a decrease in impermeable surfaces compared to those required for development of the Project. Construction of the alternative would still construct the identified stormwater drainage system as the Project but would likely require a smaller sized basin. In addition, preparation of a SWPPP and WQMP would be required for development of this alternative. Therefore, this alternative would result in similar less than significant impacts as the Project; and therefore, would be consistent with the Project's impact.

Land Use and Planning

Under this alternative, the entire 19.08-acre developable portion of the Project site would be developed with one 367,924 SF warehouse building. Like the proposed Project, the Reduced Project alternative would require a GPA to change the land use designation from R-T to I-G and a SPA to change the SWIP designation from RTD to SED. Both the Project and the Reduced Project Alternative would be consistent with goals and policies of the Fontana General Plan, SWIP, and the SCAG 2020-2045 RTP/SCS. With implementation of measures to address other environmental issues (e.g., biological resources, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Reduced Project Alternative would be less than significant; and therefore, would be consistent with the Project's impacts.

Noise

Under this alternative, the entire 19.08-acre developable portion of the Project site would be developed with one 367,924 SF warehouse building. Roadway noise would increase as well from the increase in employee and truck trips. However, operation of this alternative would result in approximately fewer daily trips in comparison to the proposed Project. Therefore, this alternative would result in a decrease in roadway noise when compared to the proposed Project. Short-term noise and vibration impacts would occur during construction. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards; however, due to the less intense development on site under this alternative, impacts would be reduced under the Reduce Project alternative as compared to the Project. Therefore, this alternative would result in fewer impacts than those associated with the Project.

Population and Housing

Under this alternative, the entire 19.08-acre developable portion of the Project site would be developed with one 367,924 SF speculative warehouse building. Based on the SCAG employment factor of 1,195 square feet of industrial space per employee, this alternative has the potential to result in the need for approximately 308 employees in comparison to the Project's 411 estimated employee generation. This employment increase would be within the SCAG growth projections from 2016 to 2045. Thus, this alternative

would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less than significant impacts as the Project.

Public Services

Under this alternative, the entire 19.08-acre developable portion of the Project site would be developed with a 367,924 SF speculative warehouse building. Construction of this alternative would result in generally similar impacts, if not a slightly decreased demand for public services based on the decreased employment generated. The same fire and sheriff’s stations would serve the alternative, and the decrease in square footage developed would likely decrease the amount of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees imposed by the City of Fontana. Through implementation of regulatory requirements, impacts would be less than significant. Therefore, this alternative would result in similar less than significant impacts as the Project.

Transportation

Under this alternative, new trips would be introduced from developing a 367,924 SF speculative warehouse building. Under this alternative, development of the Reduced Project Alternative would result in approximately 515 daily trips, as shown in Table 8-1.

Table 8-1: Alternative 2 Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
High-Cube Transload and Short-Term Storage ¹	TSF	1.40	0.06	0.02	0.08	0.03	0.07	0.10	
<u>Project Trip Generation</u>									
High-Cube Transload and Short-Term Storage	367,924	TSF	515	23	6	29	10	27	37
<u>Vehicle Mix²</u>									
Passenger Vehicles		79.57%	410	18	5	23	8	21	29
2-Axle truck		3.46%	18	1	0	1	0	1	1
3-Axle truck		4.64%	24	1	0	1	0	2	2
4+-Axle Trucks		12.33%	63	3	1	4	2	3	5
		100%	515	23	6	29	10	27	37

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual, 11th Edition, 2021*, Land Use Code 150-Warehousing.

This alternative would result in substantially fewer trips than the Project, which is calculated to generate 687 daily trips including 39 AM peak hour and 49 PM peak hour trips. With respect to VMT, this alternative would result in a net reduction of daily trips from existing conditions and would screen out of conducting a VMT analysis pursuant to the City’s screening criteria. Therefore, it would be presumed that this alternative would result in less than significant impacts related to VMT, consistent with the proposed Project. Therefore, while Project impacts to VMT were determined to be less than significant, VMT impacts from this alternative would be less.

Tribal Cultural Resources

Under this alternative, the entire 19.08-acre developable portion of the Project site would be developed with a 367,924 SF speculative warehouse building. Potential tribal cultural resource impacts would be similar

to the Project due to grading and excavation required for development of the warehouse and require the same mitigation measures. Therefore, impacts from this alternative would be similar compared to the Project, and mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to tribal cultural resources, and therefore, would be consistent with the Project's impact.

Utilities and Service Systems

The level of development onsite would be decreased under this alternative as compared to the proposed Project. Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities. Impacts associated with the provision of such facilities would be similar and would be less than significant with compliance to existing regulatory requirements. The development under this alternative would be fully consistent with the growth assumptions under the Fontana General Plan and SWIP, which are used by the Fontana Water Company (FWC) for long-term planning purposes. Although impacts would be decreased under this alternative due to the decrease in building demand and associated demand for water resources, impacts to water supply would still be less than significant. Similarly, FWC would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate less wastewater than the proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of Mid-Valley Sanitary Landfill capacity. However, this alternative would result in a decrease in building square footage and would generate less solid waste than the proposed Project. Overall, this alternative would result in less than significant impacts related to utilities and service systems, but would result in a decrease in impacts in comparison to the proposed Project.

8.7.2 CONCLUSION

Ability to Reduce Impacts

The Reduced Project Alternative would result in development of a 367,924 SF speculative warehouse building. Development under the Reduced Project Alternative would reduce Project square footage by approximately 25 percent. As with the Project, the entire 19.08-acre developable site would be developed. All mitigation measures would still be applicable to this alternative; however, this alternative would result in lessened impacts to 6 of the 16 environmental topics analyzed in this Draft EIR (see Table 8-2). This alternative would not avoid the Project's significant and unavoidable impact related to consistency with the SCAQMD AQMP.

Ability to Achieve Project Objectives

As shown in Table 8-3, below, the Reduced Project Alternative would partially meet the majority of Project objectives, but not to the same extent as the proposed Project. This alternative would develop a property, surrounded by existing industrial uses with nearby access to the freeway, by adding employment-generating uses and would attract new businesses and employment. Furthermore, the Reduced Alternative would reduce the need for the local workforce to commute outside of the Project vicinity. This alternative would develop a speculative warehouse building within close proximity to I-10. However, this alternative would not meet the main Project objectives to the extent that the proposed Project would.

8.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" when significant environmental impacts result from a proposed Project. The Environmentally Superior Alternative for this Project would be Alternative 1: No Project/No Development. The No Project/No Development Alternative would avoid the implementation of the mitigation measures that are identified in Chapter 5.0 of this Draft

EIR that are related to: biological resources, cultural resources, geology and soils, and tribal cultural resources.

Additionally, State CEQA Guidelines Section 15126.6(3)(1) states:

The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (Emphasis added.)

Therefore, pursuant to CEQA, because the No Project/No Development Alternative has been identified as the Environmentally Superior Alternative, the Environmentally Superior Alternative among the other alternatives would be Alternative 2: Reduced Project Alternative, which would involve developing the Project site with a 367,924 SF industrial warehouse building.

This alternative would result in lessened impacts to 6 of the 16 environmental topics analyzed in this EIR. However, this alternative would be required to implement applicable mitigation measures regarding biological resources, cultural resources, geology and soils, and tribal cultural resources. Moreover, the Reduced Project Alternative would not meet the Project objectives to the same extent as the Project.

CEQA does not require the Lead Agency (the City of Fontana) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. Table 8-2 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Project. In addition, Table 8-3 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Project.

Table 8-2: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1	Alternative 2
		No Project / No Development	Reduced Project
Aesthetics	Less than significant	Less than Project	Same as Project
Air Quality	Significant and unavoidable	Less than Project	Less than Project
Biological Resources	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project
Cultural Resources	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project
Energy	Less than significant	Less than Project	Less than Project
Geology and Soils	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project
Greenhouse Gases	Less than significant	Less than Project	Less than Project
Hazards and Hazardous Materials	Less than significant	Less than Project	Same as Project
Hydrology and Water Quality	Less than significant	Less than Project	Same as Project
Land Use and Planning	Less than significant	Less than Project	Same as Project
Noise	Less than significant	Less than Project	Less than project
Population and Housing	Less than significant	Less than Project	Same as Project

Public Services	Less than significant	Less than Project	Same as Project
Transportation	Less than significant	Less than Project	Less than Project
Tribal Cultural Resources	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project
Utilities and Service Systems	Less than significant	Less than Project	Less than Project
Reduce Impacts of the Project?		Yes	Yes
Areas of Reduced Impacts Compared to the Project		16	6

Table 8-3: Comparison of the Proposed Project and Alternatives' Ability to Meet Objectives

	Project	Alternative 1 No Project / No Development	Alternative 2 Reduced Project
1. To make efficient use of property in the City of Fontana by adding to its potential for employment-generating uses.	Yes	No	Yes, but to a lesser extent
2. To attract new business and employment to the City of Fontana and thereby promote economic growth.	Yes	No	Yes, but to a lesser extent
3. To reduce the need for members of the local workforce to commute outside the Project vicinity to work.	Yes	No	Yes, but to a lesser extent
4. To increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.	Yes	No	Yes, but to a lesser extent
5. To redesignate and develop a property surrounded by industrial uses with an industrial warehouse building near available infrastructure, including roads and utilities, to help meet demand for logistics business in the City and surrounding region.	Yes	No	Yes
6. To develop an industrial building in south Fontana that is similar to and compatible with other industrial buildings that were recently built or recently approved for construction in south Fontana.	Yes	No	Yes
7. Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.	Yes	No	Yes

9.0 EIR Preparers and Persons Contacted

9.1 EIR PREPARERS

City of Fontana

Alejandro Rico, Associate Planner

E|P|D Solutions, Inc.

Jeremy Krout, AICP, CEO
Konnie Dobrevá, JD, Vice President of Environmental Planning
Meghan Macias, TE, Director of Technical Services
Danielle Thayer, Associate Environmental Planner
Megan Rupard, Assistant Environmental Planner
Meaghan Truman, Associate Environmental Planner
Jazmin Rodriguez, Environmental Project Coordinator
Brady Connolly, Environmental Project Coordinator
Sam Kelley, Environmental Project Coordinator

LSA, Air Quality Impact Analysis, Energy Analysis, Greenhouse Gas Analysis, Health Risk Assessment

Cara Carlucci
J.T. Stephens

LSA, Noise Impact Analysis

J.T. Stephens

Hernandez Environmental Services, General Biological Assessment

Elizabeth Gonzalez
Sarah Gulyas

Rico Ramirez, Arborist Study and Tree Protection Plan

Rico Ramirez

Brian F. Smith and Associates, Inc., Cultural Resources Study

Andrew J. Garrison, M.A.
Brian F. Smith, M.A.

Brian F. Smith and Associates, Inc., Paleontological Assessment

Todd A. Wirths, M.S.

Urbana Preservation & Planning, Historical Resource Summary

Alexia Landa, BA

Southern California Geotechnical, Geotechnical Evaluation

Daniel W. Nielsen, GE
Robert G. Trazo, GE

Hazard Management Consulting, Inc., Phase I Environmental Site Assessment

Mark S. Cousineau, NREP

EPD Solutions, Inc., Trip Generation and Vehicle Miles Traveled (VMT) Analysis

Meghan Macias, TE

DRC Engineering, Inc., Preliminary Hydrology Report

Brian Anderson

DRC Engineering, Inc., Preliminary Water Quality Management Plan

Brian Anderson

9.2 PERSONS CONTACTED

Lauri Lockwood

San Bernardino County Fire Department